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STATISTICAL SUPPLEMENT NO. 1
Tables 1 - 98

MONTANA STATE AIR SURVEY 1968



ECONOMIC CONSULTANTS

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STATISTICAL SUPPLEMENT NO. 1
Tables 1 - 98

MONTANA STATE AIR SURVEY 1968

Submitted to

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INTRODUCTION

This report is Statistical Supplement No. 1 to the T.A.P. Reports. All of the material contained in this supplement is information taken directly from Civil Aeronautics Board Origin and Destination statistics as published by quarter and year by the Civil Aeronautics Board.

A complete history of origin and destination traffic has been studied as a part of the overall project. The time periods involved in this study of the historical pattern of traffic are the eight years from 1959 through 1966 and the fourteen continuous quarters beginning with the third quarter of 1963 through the fourth quarter of 1966.

The Civil Aeronautics Board statistics are all reported as the actual number recorded in a ten percent sample. The sample numbers as reported by the Civil Aeronautics Board have thus all been expanded by a factor of ten.

The Origin and Destination statistics are not a perfect indicator of traffic movement. It is also quite possible that for many of the smaller points the sampling error may tend to bias the statistics. It is, however, commonly recognized throughout the airline industry that these statistics are of crucial importance in Civil Aeronautics Board matters. It is also generally agreed that they do form a basic starting point for route analysis and traffic forecast.

Much of the basic data included in this Statistical Supplement has been used as a basis for materials found in other reports.

All of the statistical material found in this report has been categorized by city and groups of cities within the State of Montana. The following thus indicates the way these categorizations were made. The six major cities of Montana were, of course, treated separately as well as in a combined fashion. The six major cities included Billings, Great Falls, Helena, Butte, Missoula, and Bozeman. All reference to the six major or largest cities includes the summation of these six cities.

All of the yearly analysis includes a breakdown for the nine smaller cities which includes Lewistown, Kalispell, Havre, Glasgow, Wolf Point, Sidney, Glendive, Miles City, and Cut Bank/Shelby. These cities are also treated separately in most of the analysis. The quarter data includes a category for the eight smaller cities which includes all of the cities in the category defined above except Cut Bank/Shelby which is excluded in the category termed the eight smaller cities and included in the category termed nine smaller cities. The reason for this is that the quarter data for Cut Bank and Shelby is extremely limited because of the suspension of service to Cut Bank/Shelby.

Material is also included for West Yellowstone as a city but it is not included in any of the breakdowns of traffic to the smaller cities. This is due primarily because of the seasonal nature of West Yellowstone traffic and also the short duration of this service. All historical analysis includes a complete breakdown for the total of the State of Montana.

All to the early systems a progression for

the two main cities which includes Penang, Kuala Lumpur, Melaka, George Town, Kuching, and Kota Kinabalu.

The GCEB has also expanded into the inland areas of the country, such as Kedah, Perlis, Kelantan, and Terengganu.

Today, GCEB is one of the largest educational institutions in the country, with over 100,000 students and 10,000 staff.

The GCEB has also expanded into the rural areas of the country, such as Pahang, Johor, and Selangor.

The GCEB has also expanded into the northern states of the country, such as Kedah, Perlis, Kelantan, and Terengganu.

The GCEB has also expanded into the southern states of the country, such as Johor, Negeri Sembilan, and Selangor.

The GCEB has also expanded into the central states of the country, such as Kuala Lumpur, Selangor, and Negeri Sembilan.

The GCEB has also expanded into the eastern states of the country, such as Sabah, Sarawak, and Brunei.

The GCEB has also expanded into the western states of the country, such as Kedah, Perlis, Kelantan, and Terengganu.

The GCEB has also expanded into the northern states of the country, such as Kedah, Perlis, Kelantan, and Terengganu.

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CHAPTER 1

Chapter 1 of this report contains the total origin and destination statistics by year and by quarter for Montana cities. It includes data for each year 1959 through 1966 and for each of the fourteen quarters beginning with the third quarter of 1963 and running through the fourth quarter of 1966. Tables are thus submitted for the following:

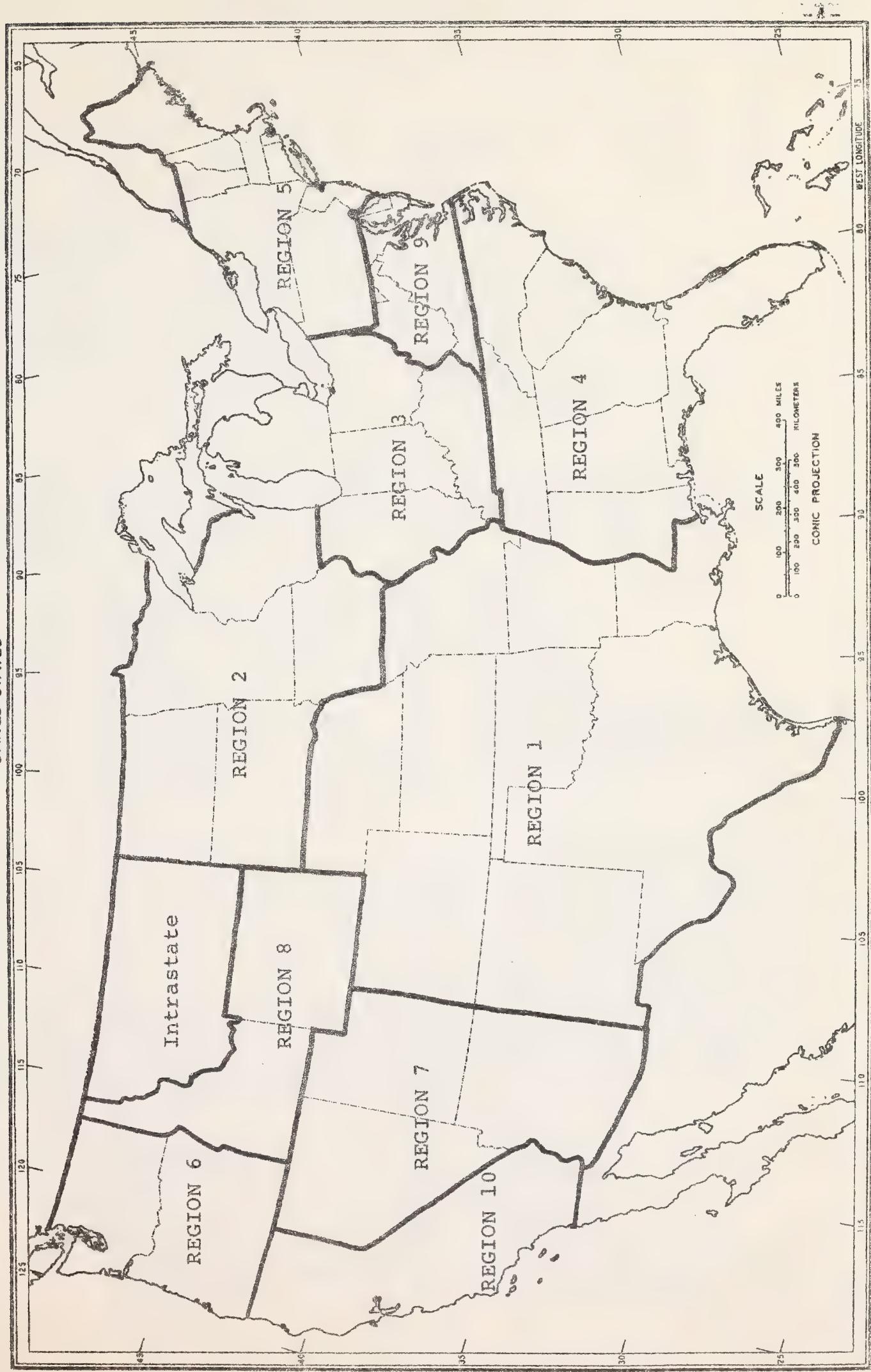
1. Billings	11. Glasgow
2. Great Falls	12. Wolf Point
3. Helena	13. Sidney
4. Butte	14. Glendive
5. Missoula	15. Miles City
6. Bozeman	16. Cut Bank/Shelby
7. Total - Big 6 Cities	17. Total - 9 Smaller Cities
8. Lewistown	18. West Yellowstone
9. Kalispell	19. State of Montana
10. Havre	

CHAPTER 2

Chapter 2 outlines the total origin and destination traffic by region by year. The United States has been divided into regions for this analysis as shown on the map which follows. The states included in each region are as follows:

<u>Region 1</u>	<u>Region 2</u>	<u>Region 3</u>	<u>Region 4</u>
Arkansas	Iowa	Kentucky	Alabama
Colorado	Minnesota	Illinois	Florida
Kansas	N. Dakota	Indiana	Georgia
Louisiana	S. Dakota	Michigan	Mississippi
Missouri	Wisconsin	Ohio	N. Carolina
Nebraska			S. Carolina
New Mexico			Tennessee
Oklahoma			
Texas			

REGIONAL MAP
UNITED STATES



<u>Region 5</u>	<u>Region 6</u>	<u>Region 8</u>	<u>Region 10</u>
Connecticut	Oregon	Idaho	California
Maine	Washington	Wyoming	
Massachusetts			
New Hampshire			
New Jersey	<u>Region 7</u>	<u>Region 9</u>	
New York	Arizona	Delaware	
Pennsylvania	Nevada	Maryland	
Rhode Island	Utah	Virginia	
Vermont		Washington, D. C.	
		West Virginia	

All of the regional analyses throughout this Statistical Supplement and all of the other T.A.P. reports are defined in exactly the same way. Tables are thus submitted for the following:

20. Billings	30. Glasgow
21. Great Falls	31. Wolf Point
22. Helena	32. Sidney
23. Butte	33. Glendive
24. Missoula	34. Miles City
25. Bozeman	35. Cut Bank/Shelby
26. Total - Big 6 Cities	36. Total - 9 Smaller Cities
27. Lewistown	37. West Yellowstone
28. Kalispell	38. State of Montana
29. Havre	

CHAPTER 3

Chapter 3 is a regional analysis chapter similar to Chapter 2 except all of the material is analyzed by quarter. The tables thus show the total origin and destination traffic by region by quarter by city for fourteen quarters. Tables are thus submitted for the following:

39. Billings	48. Havre
40. Great Falls	49. Glasgow
41. Helena	50. Wolf Point
42. Butte	51. Sidney
43. Missoula	52. Glendive
44. Bozeman	53. Miles City
45. Total - Big 6 Cities	54. Total - 8 Smaller Cities
46. Lewistown	55. State of Montana
47. Kalispell	

CHAPTER 4

Chapter 4 outlines the total origin and destination traffic growth or loss by region by year by city. The growth rates are calculated for the years 1961 - 1962, 1962 - 1963, 1963 - 1964, 1964 - 1965, 1965 - 1966, and the five year period 1961 - 1966. The first table in this Chapter shows the total origin and destination traffic growth for all regions combined for the eight smaller and six largest cities in Montana. Tables are thus submitted for the following:

56. Total O & D Traffic Growth or Loss for All Regions
57. Billings
58. Great Falls
59. Helena
60. Butte
61. Missoula
62. Bozeman
63. Total - Big 6 Cities
64. Total - 9 Smaller Cities
65. State of Montana

CHAPTER 5

Chapter 5 shows the total origin and destination traffic growth or loss by region by quarter by city. The regional growths are computed for the comparison of the same quarter each year for the yearly periods 1963 - 1964, 1964 - 1965, 1965 - 1966, 1963 - 1966, and 1964 - 1966. Table 66 shows the total origin and destination growth or loss by city by quarter for all regions. Tables are thus submitted for:

66. Total O & D Growth or Loss for All Regions
67. Billings
68. Great Falls
69. Helena
70. Butte
71. Missoula
72. Bozeman
73. Big Six Cities
74. 8 Smaller Cities
75. State of Montana

CHAPTER 6

Chapter 6 shows the total origin and destination traffic between all pairs of cities intrastate by year 1959 through 1966. The tables show the intrastate movement between each city pair for each year. Tables are thus submitted for the following:

- 76. Intrastate Travel 1959
- 77. Intrastate Travel 1960
- 78. Intrastate Travel 1961
- 79. Intrastate Travel 1962
- 80. Intrastate Travel 1963
- 81. Intrastate Travel 1964
- 82. Intrastate Travel 1965
- 83. Intrastate Travel 1966

CHAPTER 7

Chapter 7 is designed to show the major out of state markets for the cities of Montana. The twenty major markets are included for the cities of Billings and Great Falls for the years 1959 through 1966. There are ten major markets shown for Helena, Butte, Missoula, and Bozeman for the same time period 1959 through 1966. There are five or six major markets shown for all other cities for the years 1962 through 1966 except for Cut Bank/Shelby where no major market analysis is included. Major markets are also included for the city of West Yellowstone by quarters for 1965 and 1966. Tables are thus submitted for the following:

84. Billings	92. Havre
85. Great Falls	93. Glasgow
86. Helena	94. Wolf Point
87. Butte	95. Sidney
88. Missoula	96. Glendive
89. Bozeman	97. Miles City
90. Lewistown	98. West Yellowstone
91. Kalispell	

CHAPTER 1

TOTAL O & D STATISTICS BY YEAR AND BY QUARTER FOR MONTANA CITIES

Tables 1 - 19

Table No. 1

BILLINGS: TOTAL O & D TRAFFIC*

BY YEAR

<u>1959</u>	82,620	<u>1963</u>	98,380
<u>1960</u>	80,830	<u>1964</u>	110,200
<u>1961</u>	73,550	<u>1965</u>	127,280
<u>1962</u>	78,850	<u>1966</u>	144,220

BY QUARTER

	<u>1st</u>	<u>2nd</u>	<u>3rd</u>	<u>4th</u>
<u>1963</u>			29,580	25,050
<u>1964</u>	24,100	24,860	32,070	29,170
<u>1965</u>	25,850	32,440	37,020	31,970
<u>1966</u>	31,640	39,370	33,660	39,550

*Source: C.A.B., Origin and Destination Statistics, sample expanded by a factor of 10.

Table No. 2

GREAT FALLS: TOTAL O & D TRAFFIC*

BY YEAR

<u>1959</u>	65,250	<u>1963</u>	95,780
<u>1960</u>	69,930	<u>1964</u>	107,720
<u>1961</u>	75,560	<u>1965</u>	128,130
<u>1962</u>	81,480	<u>1966</u>	144,980

BY QUARTER

	<u>1st</u>	<u>2nd</u>	<u>3rd</u>	<u>4th</u>
<u>1963</u>			29,590	21,690
<u>1964</u>	23,260	25,220	30,660	28,580
<u>1965</u>	26,000	30,530	38,960	32,640
<u>1966</u>	32,060	39,670	34,660	38,590

*Source: C.A.B., Origin and Destination Statistics, sample expanded by a factor of 10.

Table No. 3

HELENA: TOTAL O & D TRAFFIC*

BY YEAR

<u>1959</u>	13,210	<u>1963</u>	12,960
<u>1960</u>	10,370	<u>1964</u>	14,550
<u>1961</u>	7,560	<u>1965</u>	18,520
<u>1962</u>	10,490	<u>1966</u>	21,820

BY QUARTER

	<u>1st</u>	<u>2nd</u>	<u>3rd</u>	<u>4th</u>
<u>1963</u>			3,570	3,710
<u>1964</u>	3,350	3,070	4,060	4,070
<u>1965</u>	4,100	4,490	4,710	5,220
<u>1966</u>	5,250	6,080	4,400	6,090

*Source: C.A.B., Origin and Destination Statistics, sample expanded by a factor of 10.

Table No. 4

BUTTE: TOTAL O & D TRAFFIC*

BY YEAR

<u>1959</u>	23,510	<u>1963</u>	28,530
<u>1960</u>	22,790	<u>1964</u>	34,340
<u>1961</u>	22,630	<u>1965</u>	41,350
<u>1962</u>	23,030	<u>1966</u>	46,550

BY QUARTER

	<u>1st</u>	<u>2nd</u>	<u>3rd</u>	<u>4th</u>
<u>1963</u>			9,010	7,690
<u>1964</u>	6,920	8,180	10,200	9,040
<u>1965</u>	7,880	9,940	12,830	10,700
<u>1966</u>	10,390	12,870	10,600	12,690

*Source: C.A.B., Origin and Destination Statistics, sample expanded by a factor of 10.

Table No. 5

MISSOULA. TOTAL O & D TRAFFIC*

BY YEAR

<u>1959</u>	15,310	<u>1963</u>	21,180
<u>1960</u>	15,650	<u>1964</u>	26,280
<u>1961</u>	12,850	<u>1965</u>	34,480
<u>1962</u>	18,200	<u>1966</u>	40,060

BY QUARTER

	<u>1st</u>	<u>2nd</u>	<u>3rd</u>	<u>4th</u>
<u>1963</u>			6,860	5,340
<u>1964</u>	5,340	6,560	7,850	6,530
<u>1965</u>	6,240	8,430	10,850	8,960
<u>1966</u>	9,000	12,400	7,560	11,100

*Source: C.A.B., Origin and Destination Statistics, sample expanded by a factor of 10.

Table No. 6

BOZEMAN: TOTAL O & D TRAFFIC*

BY YEAR

<u>1959</u>	5,750	<u>1963</u>	4,850
<u>1960</u>	5,420	<u>1964</u>	6,060
<u>1961</u>	2,560	<u>1965</u>	9,690
<u>1962</u>	4,440	<u>1966</u>	10,350

BY QUARTER

	<u>1st</u>	<u>2nd</u>	<u>3rd</u>	<u>4th</u>
<u>1963</u>			1,650	1,130
<u>1964</u>	1,340	1,270	2,090	1,360
<u>1965</u>	1,810	1,960	3,290	2,630
<u>1966</u>	2,210	3,540	1,580	3,020

*Source: C.A.B., Origin and Destination Statistics, sample expanded by a factor of 10.

Table No. 7

BIG SIX CITIES: TOTAL O & D TRAFFIC*

BY YEAR

<u>1959</u>	205,650	<u>1963</u>	261,680
<u>1960</u>	204,990	<u>1964</u>	299,150
<u>1961</u>	194,710	<u>1965</u>	359,450
<u>1962</u>	216,490	<u>1966</u>	407,980

BY QUARTER

	<u>1st</u>	<u>2nd</u>	<u>3rd</u>	<u>4th</u>
<u>1963</u>			80,260	64,610
<u>1964</u>	64,310	69,160	86,930	78,750
<u>1965</u>	71,880	87,790	107,660	92,120
<u>1966</u>	90,550	113,930	92,460	111,040

*Source: C.A.B., Origin and Destination Statistics, sample expanded by a factor of 10.

Table No. 8

LEWISTOWN: TOTAL O & D TRAFFIC*

BY YEAR

<u>1959</u>	1,500	<u>1963</u>	1,390
<u>1960</u>	880	<u>1964</u>	1,870
<u>1961</u>	910	<u>1965</u>	2,210
<u>1962</u>	960	<u>1966</u>	2,740

BY QUARTER

	<u>1st</u>	<u>2nd</u>	<u>3rd</u>	<u>4th</u>
<u>1963</u>			400	-
<u>1964</u>	370	470	590	440
<u>1965</u>	410	390	650	760
<u>1966</u>	650	610	640	840

*Source: C.A.B., Origin and Destination Statistics, sample expanded by a factor of 10.

Table No. 9

KALISPELL: TOTAL O & D TRAFFIC*

BY YEAR

<u>1959</u>	3,960	<u>1963</u>	3,850
<u>1960</u>	4,430	<u>1964</u>	5,590
<u>1961</u>	4,010	<u>1965</u>	6,300
<u>1962</u>	4,080	<u>1966</u>	7,760

BY QUARTER

	<u>1st</u>	<u>2nd</u>	<u>3rd</u>	<u>4th</u>
<u>1963</u>			1,420	930
<u>1964</u>	740	1,630	2,140	1,080
<u>1965</u>	860	1,440	2,540	1,460
<u>1966</u>	890	2,270	2,190	2,410

*Source: C.A.B., Origin and Destination Statistics, sample expanded by a factor of 10.

Table No. 10

HAVRE: TOTAL O & D TRAFFIC*

BY YEAR

<u>1959</u>	160	<u>1963</u>	1,190
<u>1960</u>	1,390	<u>1964</u>	1,380
<u>1961</u>	880	<u>1965</u>	1,550
<u>1962</u>	850	<u>1966</u>	1,430

BY QUARTER

	<u>1st</u>	<u>2nd</u>	<u>3rd</u>	<u>4th</u>
<u>1963</u>			380	350
<u>1964</u>	250	360	450	320
<u>1965</u>	380	360	460	350
<u>1966</u>	370	470	240	350

*Source: C.A.B., Origin and Destination Statistics, sample expanded by a factor of 10.

Table No. 11

GLASGOW: TOTAL O & D TRAFFIC*

BY YEAR

<u>1959</u>	150	<u>1963</u>	3,290
<u>1960</u>	1,980	<u>1964</u>	3,480
<u>1961</u>	2,270	<u>1965</u>	3,910
<u>1962</u>	2,330	<u>1966</u>	4,300

BY QUARTER

	<u>1st</u>	<u>2nd</u>	<u>3rd</u>	<u>4th</u>
<u>1963</u>			920	810
<u>1964</u>	740	770	1,020	950
<u>1965</u>	860	840	1,220	990
<u>1966</u>	950	1,130	1,030	1,190

*Source: C.A.B., Origin and Destination Statistics, sample expanded by a factor of 10.

Table No. 12

WOLF POINT: TOTAL O & D TRAFFIC*

BY YEAR

<u>1959</u>	1,740	<u>1963</u>	1,400
<u>1960</u>	1,010	<u>1964</u>	1,170
<u>1961</u>	660	<u>1965</u>	990
<u>1962</u>	710	<u>1966</u>	1,450

BY QUARTER

	<u>1st</u>	<u>2nd</u>	<u>3rd</u>	<u>4th</u>
<u>1963</u>			390	360
<u>1964</u>	310	230	350	280
<u>1965</u>	260	150	290	290
<u>1966</u>	330	450	270	400

*Source: C.A.B., Origin and Destination Statistics, sample expanded by a factor of 10.

Table No. 13

SIDNEY: TOTAL O & D TRAFFIC *

BY YEAR

<u>1959</u>	1,840	<u>1963</u>	2,860
<u>1960</u>	1,600	<u>1964</u>	2,680
<u>1961</u>	1,470	<u>1965</u>	2,440
<u>1962</u>	1,370	<u>1966</u>	2,510

BY QUARTER

	<u>1st</u>	<u>2nd</u>	<u>3rd</u>	<u>4th</u>
<u>1963</u>			890	790
<u>1964</u>	500	620	720	840
<u>1965</u>	520	700	710	510
<u>1966</u>	600	580	590	740

*Source: C.A.B., Origin and Destination Statistics, sample expanded by a factor of 10.

Table No. 14

GLENDIVE: TOTAL O & D TRAFFIC*

BY YEAR

<u>1959</u>	1,160	<u>1963</u>	1,430
<u>1960</u>	840	<u>1964</u>	1,390
<u>1961</u>	900	<u>1965</u>	1,460
<u>1962</u>	800	<u>1966</u>	1,660

BY QUARTER

	<u>1st</u>	<u>2nd</u>	<u>3rd</u>	<u>4th</u>
<u>1963</u>			450	550
<u>1964</u>	250	270	420	450
<u>1965</u>	310	300	420	430
<u>1966</u>	490	410	360	400

*Source: C.A.B., Origin and Destination Statistics, sample expanded by a factor of 10.

Table No. 15

MILES CITY: TOTAL O & D TRAFFIC*

BY YEAR

<u>1959</u>	1,880	<u>1963</u>	1,920
<u>1960</u>	1,180	<u>1964</u>	2,110
<u>1961</u>	1,220	<u>1965</u>	2,470
<u>1962</u>	1,040	<u>1966</u>	2,950

BY QUARTER

	<u>1st</u>	<u>2nd</u>	<u>3rd</u>	<u>4th</u>
<u>1963</u>			570	480
<u>1964</u>	420	530	480	680
<u>1965</u>	560	680	690	540
<u>1966</u>	410	770	770	1,000

*Source: C.A.B., Origin and Destination Statistics, sample expanded by a factor of 10.

Table No. 16

CUT BANK/SHELBY. TOTAL O & D TRAFFIC*

BY YEAR

<u>1959</u>	3,240	<u>1963</u>	870
<u>1960</u>	1,280	<u>1964</u>	-
<u>1961</u>	1,100	<u>1965</u>	-
<u>1962</u>	650	<u>1966</u>	-

BY QUARTER

	<u>1st</u>	<u>2nd</u>	<u>3rd</u>	<u>4th</u>
<u>1963</u>			-	230
<u>1964</u>	-	-	-	-
<u>1965</u>	-	-	-	-
<u>1966</u>	-	-	-	-

*Source: C.A.B., Origin and Destination Statistics, sample expanded by a factor of 10.

Table No. 17

NINE SMALLER CITIES*: TOTAL O & D TRAFFIC**

BY YEAR

<u>1959</u>	15,630	<u>1963</u>	18,200
<u>1960</u>	14,590	<u>1964</u>	19,670
<u>1961</u>	13,420	<u>1965</u>	21,330
<u>1962</u>	12,790	<u>1966</u>	24,800

BY QUARTER

	<u>1st</u>	<u>2nd</u>	<u>3rd</u>	<u>4th</u>
<u>1963</u>			5,420	4,500
<u>1964</u>	3,580	4,880	6,170	5,040
<u>1965</u>	4,160	4,860	6,980	5,330
<u>1966</u>	4,690	6,690	6,090	7,330

*Glasgow, Glendive, Havre, Kalispell, Lewistown,
Miles City, Sidney, Wolf Point, Cut Bank/Shelby

**Source: C.A.B., Origin and Destination
Statistics, sample expanded by a factor of 10.

Table No. 18

WEST YELLOWSTONE: TOTAL O & D TRAFFIC*

BY YEAR

<u>1959</u>	-	<u>1963</u>	-
<u>1960</u>	-	<u>1964</u>	-
<u>1961</u>	-	<u>1965</u>	5,700
<u>1962</u>	-	<u>1966</u>	6,070

BY QUARTER

	<u>1st</u>	<u>2nd</u>	<u>3rd</u>	<u>4th</u>
<u>1963</u>			-	-
<u>1964</u>	-	-	-	-
<u>1965</u>	-	670	5,030	-
<u>1966</u>	-	1,110	4,960	-

*Source: C.A.B., Origin and Destination Statistics, sample expanded by a factor of 10.

Table No. 19

STATE OF MONTANA: TOTAL O & D TRAFFIC*

BY YEAR

<u>1959</u>	221,280	<u>1963</u>	279,880
<u>1960</u>	219,580	<u>1964</u>	318,820
<u>1961</u>	208,130	<u>1965</u>	386,480
<u>1962</u>	229,280	<u>1966</u>	438,850

BY QUARTER

	<u>1st</u>	<u>2nd</u>	<u>3rd</u>	<u>4th</u>
<u>1963</u>			85,680	69,110
<u>1964</u>	67,890	74,040	93,100	83,790
<u>1965</u>	76,040	93,320	119,670	97,450
<u>1966</u>	95,240	121,730	103,510	118,370

*Source: C.A.B., Origin and Destination Statistics,
Sample expanded by a factor of 10.

CHAPTER 2

TOTAL O & D STATISTICS BY REGION BY YEAR

Tables 20 - 38

BILLINGS

Total O & D Traffic By Region By Year*

Region	1	2	3	4	5	6	7	8	9	10	TOTAL
1959	15,380	9,560	4,420	850	4,390	11,090	3,290	8,810	1,500	4,950	64,240
1960	14,610	9,850	4,600	790	4,860	10,670	3,320	7,970	1,110	5,180	62,960
1961	15,970	7,780	4,230	560	4,140	9,450	4,040	7,340	1,190	4,740	59,440
1962	15,110	10,270	4,280	850	4,450	11,530	4,330	7,500	1,690	2,830	62,840
1963	13,210	12,350	4,850	870	5,710	11,290	5,750	9,810	1,460	7,190	78,490
1964	21,400	12,860	6,780	1,750	6,350	13,010	7,000	8,980	2,320	8,540	88,990
1965	23,840	15,790	7,680	1,680	7,130	17,600	7,660	9,800	2,470	11,650	105,300
1966	29,580	18,120	8,100	2,340	7,240	17,330	8,880	11,200	2,790	12,420	118,000

*Source: C.A.B., Origin and Destination Statistics, sample expanded by a factor of 10.

GREAT FALLS

Total O & D Traffic By Region By Year*

Region	1	2	3	4	5	6	7	8	9	10	Total
1959	8,890	4,910	2,420	700	2,740	14,270	5,330	2,390	870	9,700	52,220
1960	8,060	5,390	2,960	890	3,350	15,890	6,190	2,470	820	9,930	55,950
1961	13,650	4,620	2,810	690	2,840	14,730	7,130	3,220	980	11,380	62,050
1962	12,510	6,450	3,710	1,010	3,780	20,540	6,040	3,180	1,010	10,270	68,500
1963	17,140	7,120	3,760	890	3,670	17,840	9,210	4,160	990	13,180	77,960
1964	21,100	6,580	4,300	1,960	4,720	17,620	10,820	4,500	1,040	15,430	88,070
1965	24,760	9,390	6,630	1,860	5,900	20,720	12,830	5,130	1,870	19,340	108,430
1966	25,560	9,870	7,220	2,450	5,800	23,160	14,310	5,000	2,070	23,880	119,320

*Source: C.A.B., Origin and Destination Statistics, sample expanded by a factor of 10.

Table No. 22

HELENA

Total O & D Traffic By Region By Year*

Region	1	2	3	4	5	6	7	8	9	10	Total
1959	1,240	1,100	510	100	520	2,480	1,180	510	270	1,620	9,530
1960	1,080	650	280	100	190	2,090	1,200	510	230	840	7,170
1961	750	410	330	80	270	1,560	1,140	560	200	930	6,230
1962	1,080	500	430	180	250	2,950	960	450	280	1,360	8,440
1963	1,450	750	660	60	440	3,410	1,250	460	290	1,790	10,560
1964	1,870	760	360	90	570	3,030	1,430	830	360	2,400	11,700
1965	2,180	1,240	1,040	190	1,070	4,310	1,400	800	620	3,030	15,880
1966	2,820	1,520	570	240	840	5,070	2,650	1,020	660	3,270	18,660

*Source: C.A.B., Origin and Destination Statistics, sample expanded by a factor of 10.

BUTTE

Total O & D Traffic By Region By Year

Region	1	2	3	4	5	6	7	8	9	10	Total
1959	1,970	990	1,190	250	1,030	2,760	3,660	1,650	360	4,230	18,090
1960	2,180	950	500	330	1,170	2,660	4,000	1,560	190	4,550	18,090
1961	2,560	670	620	180	750	2,490	4,660	1,370	440	5,240	18,980
1962	2,230	900	760	280	1,100	2,690	4,370	1,170	210	5,800	19,510
1963	2,660	920	980	200	970	3,160	5,470	1,200	370	7,850	23,780
1964	2,870	930	1,360	280	1,470	3,860	6,400	1,340	450	10,350	29,310
1965	4,140	1,530	1,840	530	1,780	4,930	6,670	1,280	800	13,090	36,590
1966	5,820	2,000	1,960	630	1,710	5,790	8,180	1,220	880	12,770	40,960

*Source: C.A.B., Origin and Destination Statistics, sample expanded by a factor of 10.

MISSOULA

Total O & D Traffic By Region By Year*

Region	1	2	3	4	5	6	7	8	9	10	Total
1959	920	920	860	220	960	6,090	370	230	290	1,400	12,260
1960	780	890	620	110	950	7,080	340	220	350	1,340	12,680
1961	690	930	900	170	830	5,100	240	250	350	970	10,430
1962	980	1,200	1,280	200	1,210	7,920	270	150	550	1,360	15,120
1963	1,120	1,700	1,560	250	1,200	9,130	280	210	420	1,930	17,800
1964	1,230	1,530	1,540	360	1,780	11,260	310	360	570	2,620	21,560
1965	2,140	2,870	2,340	690	2,110	13,810	350	600	1,180	3,870	29,960
1966	2,610	2,670	2,940	1,140	2,650	15,370	500	850	1,170	4,290	34,190

*Source: C.A.B., Origin and Destination Statistics, sample expanded by a factor of 10.

BOZEMAN

Total O & D Traffic By Region By Year

Region	1	2	3	4	5	6	7	8	9	10	TOTAL
1959	330	740	510	140	520	1,270	50	190	320	270	4,340
1960	340	440	390	50	530	1,810	50	100	200	170	4,080
1961	240	270	290	110	360	620	50	40	150	70	2,200
1962	330	470	480	70	460	1,080	50	60	330	190	3,520
1963	340	580	450	80	420	1,570	60	40	170	220	3,930
1964	350	670	490	80	580	1,700	120	130	320	360	4,800
1965	710	1,290	1,180	190	1,150	2,710	100	120	560	610	8,620
1966	750	1,330	1,070	190	1,360	3,400	110	80	560	480	9,330

*Source: C.A.B., Origin and Destination Statistics, sample expanded by a factor of 10.

BIG SIX CITIES

Total O & D Traffic By Region By Year*

Region	1	2	3	4	5	6	7	8	9	10	Total
1959	28,730	18,220	9,910	2,260	10,160	37,960	13,880	13,780	3,610	22,170	160,680
1960	27,050	18,170	9,350	2,270	11,050	40,200	15,100	12,830	2,900	22,010	160,930
1961	33,860	14,680	9,180	1,790	9,190	33,950	17,260	12,780	3,310	23,330	159,330
1962	32,240	19,790	10,940	2,590	11,250	46,710	16,020	12,510	4,070	21,810	177,930
1963	41,920	23,420	12,260	2,350	12,410	46,400	22,020	15,880	3,700	32,160	212,520
1964	48,820	23,330	14,830	4,520	15,470	50,480	26,080	16,140	5,060	39,700	244,430
1965	57,770	32,110	20,710	5,140	19,140	64,080	29,010	17,730	7,500	51,590	304,780
1966	67,140	35,510	21,860	6,990	19,600	70,120	34,630	19,370	8,130	57,110	340,460

*Source: C.A.B., Origin and Destination Statistics, sample expanded by a factor of 10.

LEWISTOWN

Table No. 27

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Total O & D Traffic By Region By Year*

Region	1	2	3	4	5	6	7	8	9	10	Total
1959	190	120	40	20	30	100	30	140	--	70	740
1960	90	100	20	--	10	20	30	50	10	30	360
1961	20	70	70	10	30	80	50	40	--	80	450
1962	100	70	50	--	30	130	50	40	--	90	560
1963	200	290	70	10	30	190	120	50	--	100	1,060
1964	140	40	30	--	40	190	350	100	20	250	1,160
1965	160	110	10	20	20	260	250	90	20	520	1,460
1966	400	150	50	60	70	360	230	60	50	480	1,910

*Source: C.A.B., Origin and Destination Statistics, sample expanded by a factor of 10.

KALISPELL

Total O & D Traffic By Region By Year*

Region	1	2	3	4	5	6	7	8	9	10	Total
1959	130	100	140	50	150	2,120	50	70	60	420	3,290
1960	120	80	140	--	90	2,400	90	80	20	640	3,660
1961	230	140	80	20	90	2,010	100	40	40	430	3,180
1962	260	140	120	50	100	2,040	90	220	60	310	3,390
1963	190	210	90	40	110	1,850	100	150	30	540	3,310
1964	260	80	130	40	150	2,640	130	120	110	770	4,430
1965	290	240	150	--	180	3,210	110	240	60	900	5,380
1966	490	120	250	40	180	3,390	220	210	90	1,210	6,200

*Source: C.A.B., Origin and Destination Statistics, sample expanded by a factor of 10.

HAVRE

Table No. 29

Total O & D Traffic By Region By Year*

Region	1	2	3	4	5	6	7	8	9	10	Total
1959	--	20	--	--	--	--	--	--	--	--	20
1960	50	160	--	20	10	90	20	--	10	--	360
1961	40	80	20	--	10	70	10	--	--	30	260
1962	60	120	10	20	10	60	50	20	--	50	400
1963	100	80	--	--	10	90	110	30	20	140	580
1964	80	80	10	--	10	90	170	70	--	190	700
1965	80	160	10	30	--	230	110	40	--	190	850
1966	160	100	--	--	10	230	120	60	--	130	810

*Source: C.A.B., Origin and Destination Statistics, sample expanded by a factor of 10.

GLASGOW

Total O & D Traffic By Region By Year*

Region	1	2	3	4	5	6	7	8	9	10	Total
1959	40	20	10	--	--	--	--	--	--	--	70
1960	140	190	20	20	70	230	50	20	10	30	780
1961	430	210	70	30	40	150	150	30	20	310	1,440
1962	390	160	60	30	120	300	40	70	40	330	1,540
1963	520	230	90	20	150	390	310	40	30	350	2,130
1964	610	260	70	40	270	340	250	60	30	450	2,380
1965	510	260	110	110	170	370	390	110	50	740	2,820
1966	770	340	200	90	180	330	320	90	50	740	3,110

*Source: C.A.B., Origin and Destination Statistics, sample expanded by a factor of 10.

WOLF POINT

Total O & D Traffic By Region By Year*

Region	1	2	3	4	5	6	7	8	9	10	Total
1959	290	220	30	30	50	130	120	70	20	110	1,070
1960	220	30	10	10	20	70	10	50	--	70	490
1961	80	20	--	--	--	20	40	10	10	40	220
1962	80	100	20	--	--	40	50	-10	10	40	330
1963	110	60	--	--	--	40	80	80	--	180	550
1964	120	70	20	--	30	140	40	20	--	200	640
1965	140	40	10	10	30	40	120	20	--	130	540
1966	80	50	--	--	40	90	130	60	10	300	760

*Source: C.A.B., Origin and Destination Statistics, sample expanded by a factor of 10.

Table No. 32

SIDNEY

Total O & D Traffic By Region By Year*

Region	1	2	3	4	5	6	7	8	9	10	Total
1959	430	120	120	20	30	140	10	90	30	180	1,170
1960	270	200	20	--	--	30	60	40	--	100	720
1961	250	200	20	--	30	40	30	20	10	130	730
1962	110	190	40	--	80	60	40	30	40	110	700
1963	510	120	10	--	20	150	100	80	60	220	1,270
1964	360	120	70	--	20	200	130	30	10	270	1,210
1965	340	190	40	10	50	150	180	90	--	340	1,390
1966	380	110	20	30	30	210	220	90	20	250	1,360

*Source: C.A.B. Origin and Destination Statistics, sample expanded by a factor of 10.

GLENDIVE

Table No. 33

Total O & D Traffic By Region By Year*

Region	1	2	3	4	5	6	7	8	9	10	Total
1959	230	70	10	--	--	120	--	120	--	80	630
1960	100	90	10	--	--	90	20	30	--	20	360
1961	110	110	30	--	120	20	10	50	20	--	470
1962	90	90	70	--	20	50	60	20	--	50	450
1963	210	70	30	--	30	80	70	70	--	160	720
1964	160	150	--	--	30	160	80	60	30	80	750
1965	310	60	20	30	30	140	100	140	10	100	940
1966	300	240	20	--	20	100	100	100	10	210	1,100

*Source: C.A.B., Origin and Destination Statistics, sample expanded by a factor of 10.

MILES CITY

Total O & D Traffic By Region By Year*

Region	1	2	3	4	5	6	7	8	9	10	Total
1959	240	140	20	40	30	200	100	60	--	110	940
1960	110	150	--	10	20	90	20	--	10	90	500
1961	120	80	20	10	60	20	40	50	--	100	500
1962	70	100	--	--	50	90	100	30	--	70	510
1963	180	360	20	--	20	120	230	40	10	240	1,220
1964	190	110	50	10	60	260	140	80	30	220	1,150
1965	300	90	100	50	100	230	220	180	60	330	1,660
1966	350	250	80	80	130	360	160	170	20	350	1,950

*Source: C.A.B., Origin and Destination Statistics, sample expanded by a factor of 10.

CUT BANK/SHELBY

Total O & D Traffic By Region By Year*

Region	1	2	3	4	5	6	7	8	9	10	Total
1959	930	50	70	40	30	120	370	280	20	380	2,290
1960	190	--	30	--	90	600	30	50	--	30	1,020
1961	60	20	50	10	20	480	20	60	10	140	870
1962	10	10	--	--	40	280	10	20	--	30	400
1963	70	50	30	--	10	180	10	90	10	100	550

*Source: C.A.B., Origin and Destination Statistics, sample expanded by a factor of 10.

NINE SMALLER CITIES*

Total O & D Traffic By Region By Year**

Region	1	2	3	4	5	6	7	8	9	10	Total
1959	2,480	860	440	200	320	2,930	680	830	130	1,350	10,220
1960	1,290	1,000	250	60	310	3,620	330	320	60	1,010	8,250
1961	1,340	930	360	80	400	2,890	450	300	110	1,260	8,120
1962	1,170	980	370	100	450	3,050	490	440	150	1,080	8,280
1963	2,090	1,470	340	70	380	3,090	1,130	630	160	2,030	11,390
1964	1,920	910	380	90	610	4,020	1,290	540	230	2,430	12,420
1965	2,130	1,150	450	260	580	4,630	1,480	910	200	3,250	15,040
1966	2,930	1,360	620	300	660	5,070	1,500	840	250	3,670	17,200

*Glasgow, Glendive, Havre, Kalispell, Lewistown, Miles City, Sidney, Wolf Point, and Cut Bank/Shelby.

**Source: C.A.B., Origin and Destination Statistics, expanded by a factor of 10.

WEST YELLOWSTONE

Total O & D Traffic By Region By Year*

Region	1	2	3	4	5	6	7	8	9	10	Total
1965	200	90	100	60	10	50	1,400	200	--	3,350	5,460
1966	240	140	210	40	300	70	2,080	160	100	2,550	5,890

*Source: C.A.B., Origin and Destination Statistics, sample expanded by a factor of 10.

STATE OF MONTANA

Total O & D Traffic By Region By Year*

Region	1	2	3	4	5	6	7	8	9	10	Total
1959	31,210	19,080	10,350	2,460	10,480	40,890	14,560	14,610	3,740	23,520	170,900
1960	28,340	19,170	9,600	2,330	11,360	43,820	15,430	13,150	2,960	23,020	169,180
1961	35,200	15,610	9,540	1,870	9,590	36,840	17,710	13,080	3,420	24,590	167,450
1962	33,410	20,770	11,310	2,690	11,700	49,760	16,510	12,950	4,220	22,890	186,210
1963	44,010	24,890	12,600	2,420	12,790	49,490	23,150	16,510	3,860	34,190	223,910
1964	50,740	24,240	15,210	4,610	16,080	54,500	27,370	16,680	5,290	42,130	256,850
1965	60,100	33,350	21,260	5,460	19,730	68,760	31,890	18,840	7,700	58,190	325,280
1966	70,310	37,010	22,690	7,330	20,560	75,260	38,210	20,370	8,480	63,330	363,550

*Source: C.A.B. Origin and Destination Statistics, sample expanded by a factor of 10.

CHAPTER 3

TOTAL O & D STATISTICS BY REGION BY QUARTER

Tables 39 - 55

Table No. 39

BILLINGS

Total O & D Traffic By Region By Quarter*

Region	1	2	3	4	5	6	7	8	9	10	Total
1963											
3rd	5,780	3,690	1,680	290	2,230	3,190	1,540	3,110	480	2,120	24,110
4th	4,680	3,380	1,240	180	1,300	3,160	1,330	2,530	370	1,960	20,130
1964											
1st	4,560	3,110	960	350	850	2,710	1,920	2,160	450	1,830	18,900
2nd	5,000	2,270	1,600	380	1,510	2,690	1,700	2,300	470	2,380	20,300
3rd	6,030	4,300	2,410	610	2,790	3,930	1,590	1,790	880	2,280	26,610
4th	5,810	2,700	1,810	1,060	1,200	3,680	1,790	2,550	520	2,050	23,170
1965											
1st	5,280	3,100	1,170	220	700	3,120	1,780	2,170	510	2,010	20,060
2nd	6,590	3,640	2,050	360	1,900	4,460	1,860	2,610	690	3,120	27,280
3rd	6,300	4,710	2,440	560	3,210	5,390	1,960	2,520	750	3,710	31,550
4th	5,660	4,340	2,030	540	1,320	4,630	2,060	2,500	520	2,810	26,410

Table No. 39 (cont.)

BILLINGS (cont.)

Region	1	2	3	4	5	6	7	8	9	10	Total
1966											
1st	6,650	4,310	1,270	360	930	3,940	2,130	2,600	440	2,720	25,350
2nd	7,400	4,450	2,330	660	2,300	5,490	2,100	3,090	870	3,580	32,270
3rd	7,830	3,660	2,220	590	2,370	2,740	2,210	2,620	760	2,910	27,910
4th	7,700	5,700	2,280	730	1,640	5,160	2,440	2,890	720	3,210	32,470

*Source: C.A.B., Origin and Destination Statistics, sample expanded by a factor of 10.

GREAT FALLS

Table No. 40

Total O & D Traffic By Region By Quarter*

Region	1	2	3	4	5	6	7	8	9	10	Total
1963											
3rd	5,450	2,310	1,490	260	1,290	4,420	2,600	1,410	390	4,910	24,530
4th	3,760	1,800	800	230	870	3,770	2,040	1,010	320	3,050	17,650
1964											
1st	4,650	1,140	630	340	700	3,820	3,210	980	200	3,000	18,670
2nd	5,160	1,540	940	360	1,410	3,750	2,510	950	210	3,620	20,450
3rd	5,820	1,970	1,510	750	1,670	4,680	2,550	1,370	390	4,880	25,590
4th	5,440	1,920	1,230	510	940	5,370	2,550	1,240	240	3,920	23,360
1965											
1st	4,980	1,370	880	230	650	4,290	3,040	1,110	270	4,240	21,060
2nd	5,770	2,240	1,720	420	1,500	4,820	3,250	1,400	540	4,410	26,070
3rd	7,230	3,340	2,610	670	2,250	6,280	3,460	1,340	670	5,850	33,700
4th	6,780	2,440	1,420	540	1,500	5,330	3,080	1,280	390	4,840	27,600 ⁵¹

GREAT FALLS (cont.)

Region	1	2	3	4	5	6	7	8	9	10	Total
1966											
1st	6,380	2,130	1,300	380	1,030	5,190	3,850	1,040	300	4,560	26,160
2nd	7,240	2,820	1,720	780	1,670	6,300	3,580	1,560	640	6,480	32,790
3rd	6,640	1,940	2,050	490	1,360	4,510	3,190	1,230	670	6,450	28,530
4th	5,300	2,980	2,150	800	1,740	7,160	3,690	1,170	460	6,390	31,840

*Source: C.A.B., Origin and Destination Statistics, sample expanded by a factor of 10.

HELENA

Total O & D Traffic By Region By Quarter*

Region	1	2	3	4	5	6	7	8	9	10	Total
1963											
3rd	460	210	70	30	130	840	380	200	70	440	2,830
4th	440	220	400	10	100	1,150	230	110	80	470	3,210
1964											
1st	310	130	90	40	160	670	410	150	70	560	2,590
2nd	380	270	100	20	90	650	420	150	60	410	2,550
3rd	460	110	140	--	210	1,020	340	300	90	690	3,360
4th	720	200	60	30	110	690	260	230	160	740	3,200
1965											
1st	470	150	150	50	170	1,130	490	170	40	560	3,380
2nd	540	370	240	50	290	940	290	240	180	670	3,810
3rd	480	380	390	30	310	1,140	200	180	240	830	4,180
4th	690	340	260	60	300	1,100	420	210	160	970	4,510

Table No. 41 (cont.)

HELENA (cont.)

Region	1	2	3	4	5	6	7	8	9	10	Total
1966											
1st	810	290	70	90	160	1,380	430	210	180	760	4,380
2nd	710	480	210	20	320	1,420	670	350	290	720	5,190
3rd	560	250	90	50	170	770	850	190	90	860	3,880
4th	740	500	200	80	190	1,500	700	270	100	930	5,210

*Source: C.A.B., Origin & Destination Statistics, sample expanded by a factor of 10.

BUTTE

Total O & D Traffic By Region By Quarter*

Region	1	2	3	4	5	6	7	8	9	10	Total
1963											
3rd	730	240	340	100	330	770	1,790	300	70	2,910	7,580
4th	600	360	230	30	190	1,190	1,800	240	90	1,890	6,620
1964											
1st	520	230	260	60	190	690	1,470	320	90	1,920	5,750
2nd	650	180	320	70	300	830	1,610	410	80	2,480	6,930
3rd	840	290	380	100	700	990	1,570	270	130	3,640	8,910
4th	860	230	400	50	280	1,350	1,750	340	150	2,310	7,720
1965											
1st	1,000	240	230	90	240	970	1,660	350	110	1,830	6,720
2nd	950	390	460	150	350	1,290	1,720	260	180	3,090	8,840
3rd	1,070	470	700	160	760	1,550	1,710	370	350	4,310	11,450
4th	1,120	430	450	130	430	1,120	1,580	300	160	3,860	9,580

BUTTE (cont.)

Region	1	2	3	4	5	6	7	8	9	10	Total
1966											
1st	970	420	620	150	250	1,280	2,000	340	180	2,680	8,890
2nd	1,830	640	460	160	680	2,000	1,940	320	260	3,250	11,540
3rd	1,360	440	200	120	350	980	2,090	270	270	3,230	9,310
4th	1,660	500	680	200	430	1,530	2,150	290	170	3,610	11,220

*Source: C.A.B., Origin & Destination Statistics, sample expanded by a factor of 10.

MISSOULA

Total O & D Traffic By Region By Quarter*

Region	1	2	3	4	5	6	7	8	9	10	Total
1963											
3rd	340	530	680	90	470	2,680	100	30	180	670	5,770
4th	270	410	360	20	250	2,480	50	40	150	320	4,350
1964											
1st	170	370	190	10	240	2,660	30	30	90	430	4,220
2nd	340	250	500	130	600	2,660	70	80	140	660	5,430
3rd	350	430	620	130	600	3,270	60	140	190	880	6,670
4th	370	480	230	90	340	2,670	150	110	150	650	5,240
1965											
1st	450	340	370	160	320	2,620	.90	180	170	600	5,300
2nd	340	630	700	120	560	3,600	130	100	310	770	7,260
3rd	700	1,320	870	140	830	3,700	30	180	330	1,500	9,600
4th	660	580	400	270	400	3,890	100	130	370	1,000	7,800

MISSOULA (cont.)

Region	1	2	3	4	5	6	7	8	9	10	Total
1966											
1st	500	340	600	150	480	3,930	110	170	170	1,060	7,510
2nd	730	800	1,000	480	870	4,560	170	350	390	1,390	10,740
3rd	470	790	600	230	700	2,770	90	120	310	750	6,830
4th	910	740	740	280	600	4,110	130	210	300	1,090	9,110

*Source: C.A.B., Origin & Destination Statistics, sample expanded by a factor of 10.

Table No. 44

Total O & D Traffic By Region By Quarter*

Region	1	2	3	4	5	6	7	8	9	10	Total
1963											
3rd	160	120	200	20	160	520	20	10	80	50	1,340
4th	40	180	90	--	40	320	10	10	50	100	840
1964											
1st	130	80	40	--	70	480	60	10	70	70	1,010
2nd	90	90	100	10	150	320	--	50	60	50	920
3rd	80	270	250	30	210	540	40	50	140	160	1,770
4th	50	230	100	40	150	360	20	20	50	80	1,100
1965											
1st	190	300	130	50	110	650	20	20	50	70	1,590
2nd	100	250	160	30	150	490	20	60	180	230	1,670
3rd	280	400	530	70	600	660	10	--	200	150	2,900
4th	140	340	360	40	290	910	50	40	130	160	2,460

Table No. 44 (cont.)

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BOZEMAN (cont.)

Region	1	2	3	4	5	6	7	8	9	10	Total
1966											
1st	200	360	150	30	130	830	20	20	80	180	2,000
2nd	300	410	470	40	510	1,050	40	10	190	160	3,180
3rd	80	160	220	40	340	470	30	--	110	20	1,470
4th	170	400	230	80	380	1,050	20	50	180	120	2,680

BIG SIX CITIES

Total O & D Traffic By Region By Quarter*

Region	1	2	3	4	5	6	7	8	9	10	Total
1963											
3rd	12,920	7,100	4,460	790	4,610	12,420	6,430	5,060	1,270	11,100	66,160
4th	9,790	6,350	3,120	470	2,750	12,070	5,460	3,940	1,060	7,790	52,800
1964											
1st	10,340	5,060	2,170	800	2,210	11,030	7,100	3,650	970	7,810	51,140
2nd	11,620	4,600	3,560	970	4,060	10,900	6,310	3,940	1,020	9,600	56,580
3rd	13,580	7,370	5,310	1,620	6,180	14,430	6,150	3,920	1,820	12,530	72,910
4th	13,250	5,760	3,830	1,780	3,020	14,120	6,520	4,490	1,270	9,750	63,790
1965											
1st	12,370	5,500	2,930	800	2,190	12,780	7,080	4,000	1,150	9,310	58,110
2nd	14,290	7,520	5,330	1,130	4,750	15,600	7,270	4,670	2,080	12,290	74,930
3rd	16,060	10,620	7,540	1,630	7,960	18,720	7,370	4,590	2,540	16,350	93,380
4th	15,050	8,470	4,920	1,580	4,240	16,980	7,290	4,460	1,730	13,640	78,360

BIG SIX CITIES (cont.)

Region	1	2	3	4	5	6	7	8	9	10	Total
1966											
1st	15,510	7,850	4,010	1,160	2,980	16,550	8,540	4,380	1,350	11,960	74,290
2nd	18,210	9,600	6,190	2,140	6,350	20,820	8,500	5,680	2,640	15,580	95,710
3rd	16,940	7,240	5,380	1,520	5,290	12,240	8,460	4,430	2,210	14,220	77,930
4th	16,480	10,820	6,280	2,170	4,980	20,510	9,130	4,880	1,930	15,350	92,530

*Source: C.A.B., Origin and Destination Statistics, sample expanded by a factor of 10.

LEWISTOWN

Total O & D Traffic By Region By Quarter*

Region	1	2	3	4	5	6	7	8	9	10	Total
1963											
3rd	70	40	20	--	10	50	40	--	--	20	250
4th	--	--	--	--	--	--	--	--	--	--	--
1964											
1st	--	10	10	--	--	20	70	10	--	70	190
2nd	50	10	10	--	10	20	90	60	20	20	290
3rd	80	20	--	--	30	90	90	--	--	70	380
4th	10	--	10	--	--	60	100	30	--	90	300
1965											
1st	30	20	--	--	--	90	--	10	10	100	260
2nd	40	--	--	--	--	50	40	50	--	60	240
3rd	30	40	--	10	20	40	120	30	--	120	410
4th	60	50	10	10	--	80	90	--	10	240	550

Table No. 46 (cont.)

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LEWISTOWN (cont.)

Region	1	2	3	4	5	6	7	8	9	10	Total
1966											
1st	140	20	--	--	30	60	60	20	--	100	430
2nd	110	40	20	30	10	120	10	--	10	80	430
3rd	70	30	20	30	--	80	110	20	--	100	460
4th	80	60	10	--	30	100	50	20	40	200	590

*Source: C.A.B., Origin & Destination Statistics, sample expanded by a factor of 10.

KALISPELL

Total O & D Traffic By Region By Quarter*

Region	1	2	3	4	5	6	7	8	9	10	Total
1963											
3rd	70	50	50	20	60	570	20	20	---	300	1,160
4th	60	60	30	10	40	450	50	20	20	120	860
1964											
1st	10	30	10	20	10	370	10	20	20	100	600
2nd	90	20	40	20	10	750	10	60	30	200	1,230
3rd	70	20	70	--	100	950	90	20	50	320	1,690
4th	90	10	10	--	30	570	20	20	10	150	910
1965											
1st	90	20	60	--	10	400	30	30	---	90	730
2nd	30	70	40	--	40	720	20	40	20	230	1,210
3rd	100	70	30	--	100	1,300	20	100	40	380	2,140
4th	70	80	20	--	30	790	40	70	--	200	1,300

KALISPELL (cont.)

Region	1	2	3	4	5	6	7	8	9	10	Total
1966											
1st	50	40	10	--	--	430	10	50	20	90	700
2nd	200	40	40	10	50	1,030	60	50	30	360	1,870
3rd	100	30	70	30	80	910	90	70	30	320	1,730
4th	140	10	130	--	50	1,020	60	40	10	440	1,900

*Source: C.A.B., Origin & Destination Statistics, sample expanded by a factor of 10.

Total O & D Traffic By Region By Quarter*

Region	1	2	3	4	5	6	7	8	9	10	Total
1963											
3rd	30	20	---	---	10	10	20	10	20	80	200
4th	30	40	---	---	---	10	40	---	---	40	160
1964											
1st	20	---	---	---	---	---	30	20	---	40	110
2nd	30	30	---	---	---	60	20	---	---	20	160
3rd	20	20	10	---	10	---	60	30	---	80	230
4th	10	30	---	---	---	30	60	20	---	50	200
1965											
1st	10	10	---	---	---	70	40	20	---	20	170
2nd	20	30	---	20	---	30	20	20	---	90	230
3rd	30	50	---	10	---	80	50	---	---	20	240
4th	20	70	10	---	---	50	---	---	---	60	210

HAVRE (cont.)

Region	1	2	3	4	5	6	7	8	9	10	Total
1966											
1st	50	--	--	--	--	60	30	20	--	20	180
2nd	20	50	--	--	--	90	60	10	--	60	290
3rd	60	30	--	--	--	30	--	10	--	20	150
4th	30	20	--	--	10	50	30	20	--	30	190

*Source: C.A.B., Origin & Destination Statistics, sample expanded by a factor of 10.

GLASGOW

Table No. 49

-69-

Total O & D Traffic By Region By Quarter*

Region	1	2	3	4	5	6	7	8	9	10	Total
1963											
3rd	230	30	10	10	40	70	100	10	--	120	620
4th	80	80	20	--	50	120	90	20	--	100	560
1964											
1st	120	60	10	--	50	70	30	--	30	90	460
2nd	80	40	10	--	70	90	20	--	--	100	410
3rd	230	90	40	20	100	50	120	--	--	160	810
4th	180	70	10	20	50	130	80	60	--	100	700
1965											
1st	140	30	--	10	50	70	140	--	10	150	600
2nd	80	100	20	10	30	70	80	40	10	120	560
3rd	230	90	50	40	50	150	100	40	10	200	960
4th	60	40	40	50	40	80	70	30	20	270	700

GLASGOW (cont.)

Region	1	2	3	4	5	6	7	8	9	10	Total
1966											
1st	90	90	40	50	30	80	30	--	--	240	650
2nd	250	70	90	20	50	80	100	40	--	130	830
3rd	250	90	50	10	40	120	50	--	30	110	750
4th	180	90	20	10	60	50	140	50	20	260	880

*Source: C.A.B., Origin & Destination Statistics, sample expanded by a factor of 10.

WOLF POINT

Table No. 50

-71-

Total O & D Traffic By Region By Quarter*

Region	1	2	3	4	5	6	7	8	9	10	Total
1963											
3rd	70	20	--	--	--	10	--	10	--	90	200
4th	10	30	--	--	--	20	30	20	--	70	180
1964											
1st	30	30	--	--	20	30	--	--	--	50	160
2nd	20	20	10	--	--	30	20	--	--	60	160
3rd	10	20	10	--	10	50	20	10	--	60	190
4th	60	--	--	--	--	30	--	10	--	30	130
1965											
1st	20	--	10	10	10	10	50	--	--	20	130
2nd	30	10	--	--	--	20	--	10	--	10	80
3rd	40	10	--	--	--	20	--	30	10	--	70
4th	50	20	--	--	--	10	40	--	--	30	150

WOLF POINT (cont.)

Region	1	2	3	4	5	6	7	8	9	10	Total
1966											
1st	10	--	--	--	20	20	30	--	--	80	160
2nd	20	20	--	--	--	30	30	20	--	100	220
3rd	20	10	--	--	--	10	20	--	10	40	110
4th	30	20	--	--	20	30	50	40	--	80	270

*Source: C.A.B., Origin & Destination Statistics, sample expanded by a factor of 10.

SIDNEY

Total O & D Traffic By Region By Quarter*

Region	1	2	3	4	5	6	7	8	9	10	Total
1963											
3rd	120	30	---	---	---	90	40	30	20	100	430
4th	190	20	---	---	10	---	20	10	10	50	310
1964											
1st	80	30	10	---	---	10	20	10	---	50	210
2nd	90	10	30	---	---	10	60	10	---	90	300
3rd	60	10	10	---	20	130	30	---	---	110	370
4th	130	70	20	---	---	50	20	10	10	20	330
1965											
1st	90	70	10	---	---	20	10	30	---	40	270
2nd	70	100	10	10	---	60	50	20	---	80	400
3rd	120	20	10	---	30	30	50	20	---	120	400
4th	60	--	10	---	20	40	70	20	---	100	320

SIDNEY (cont.)

Region	1	2	3	4	5	6	7	8	9	10	Total
1966											
1st	90	20	--	10	--	30	90	40	10	60	350
2nd	100	50	--	--	10	90	40	30	10	20	350
3rd	80	20	10	10	10	40	40	--	--	90	300
4th	110	20	10	10	10	50	50	20	--	80	360

*Source: C.A.B., Origin & Destination Statistics, sample expanded by a factor of 10.

GLENDIVE

Table No. 52

-75-

Total O & D Traffic By Region By Quarter*

Region	1	2	3	4	5	6	7	8	9	10	Total
1963											
3rd	90	20	30	--	20	30	40	30	--	20	280
4th	90	30	--	--	10	10	--	--	--	60	200
1964											
1st	20	20	--	--	--	20	30	10	--	--	100
2nd	80	20	--	--	--	30	20	--	10	20	180
3rd	50	70	--	--	--	20	50	10	10	--	40
4th	10	40	--	--	--	10	60	20	40	20	220
1965											
1st	60	10	--	20	--	20	20	60	10	--	200
2nd	60	--	--	10	10	30	40	30	--	30	210
3rd	110	20	--	--	--	80	20	10	--	20	260
4th	80	30	20	--	20	10	20	40	--	50	270

Table No. 52 (cont.)

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GLENDIVE (cont.)

Region	1	2	3	4	5	6	7	8	9	10	Total
1966											
1st	130	70	--	--	10	10	40	--	10	50	320
2nd	--	60	10	--	10	40	30	30	--	100	280
3rd	50	50	10	--	--	30	--	50	--	40	230
4th	120	60	--	--	--	20	30	20	--	20	270

*Source: C.A.B., Origin & Destination Statistics, sample expanded by a factor of 10.

MILES CITY

Table No. 53

-77-

Total O & D Traffic By Region By Quarter*

Region	1	2	3	4	5	6	7	8	9	10	Total
1963											
3rd	50	120	---	---	20	20	50	30	10	80	380
4th	90	90	10	---	---	30	40	10	---	20	290
1964											
1st	20	10	20	---	10	30	30	---	10	10	140
2nd	40	50	---	---	20	70	30	50	10	50	320
3rd	70	40	---	10	---	80	30	10	---	40	280
4th	60	10	30	---	30	80	50	20	10	120	410
1965											
1st	70	20	10	30	10	10	30	50	---	120	350
2nd	80	20	---	10	60	100	70	10	10	70	430
3rd	70	20	40	---	30	90	90	50	50	70	510
4th	80	30	50	10	---	30	30	70	---	70	370

Table No. 53 (cont.)

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MILES CITY (cont.)

Region	1	2	3	4	5	6	7	8	9	10	Total
1966											
1st	40	10	---	10	50	50	10	10	10	50	240
2nd	40	70	50	20	---	150	30	30	---	110	500
3rd	70	100	10	20	40	40	40	60	10	100	490
4th	200	70	20	30	40	120	80	70	---	90	720

*Source: C.A.B., Origin & Destination Statistics, sample expanded by a factor of 10.

EIGHT SMALLER CITIES*

Total O & D Traffic By Region By Quarter**

Region	1	2	3	4	5	6	7	8	9	10	Total
1963											
3rd	730	330	110	30	160	850	310	140	50	810	3,520
4th	550	350	60	10	110	640	270	80	30	460	2,560
1964											
1st	300	190	60	20	90	550	220	70	60	410	1,970
2nd	480	200	100	20	110	1,060	270	180	70	560	3,050
3rd	590	290	140	30	290	1,400	450	80	50	880	4,200
4th	550	230	80	20	120	1,010	350	210	50	580	3,200
1965											
1st	510	180	90	70	80	690	320	200	30	540	2,710
2nd	410	330	70	60	140	1,080	320	220	40	690	3,360
3rd	730	320	130	60	250	1,770	480	260	100	1,000	5,100
4th	480	320	160	70	110	1,090	360	230	30	1,020	3,870

EIGHT SMALLER CITIES (cont.)

Region	1	2	3	4	5	6	7	8	9	10	Total
1966											
1st	600	250	50	70	140	740	300	140	50	690	3,030
2nd	740	400	210	80	130	1,630	360	210	50	960	4,770
3rd	700	360	170	100	170	1,260	350	210	80	820	4,220
4th	890	350	190	50	220	1,440	490	280	70	1,200	5,180

*Glasgow, Glendive, Havre, Kalispell, Lewistown, Miles City, Sidney, Wolf Point.

**Source: C.A.B., Origin and Destination Statistics, sample expanded by a factor of 10.

STATE OF MONTANA

Total O & D Traffic By Region By Quarter*

Region	1	2	3	4	5	6	7	8	9	10	Total
1963											
3rd	13,650	7,430	4,570	820	4,770	13,270	6,740	5,200	1,320	11,910	69,680
4th	10,340	6,700	3,180	480	2,860	12,710	5,730	4,020	1,090	8,250	55,360
1964											
1st	10,640	5,250	2,230	820	2,300	11,580	7,320	3,720	1,030	8,220	53,110
2nd	12,100	4,800	3,660	990	4,170	11,960	6,580	4,120	1,090	10,160	59,630
3rd	14,170	7,660	5,450	1,650	6,470	15,830	6,600	4,000	1,870	13,410	77,110
4th	13,800	5,990	3,910	1,800	3,140	15,130	6,870	4,700	1,320	10,330	66,990
1965											
1st	12,880	5,680	3,020	870	2,270	13,470	7,400	4,200	1,180	9,850	60,820
2nd	14,700	7,860	5,440	1,190	4,890	16,680	7,760	4,920	2,120	13,380	78,940
3rd	16,990	11,020	7,730	1,750	8,220	20,540	9,080	5,020	2,640	20,300	103,290
4th	15,530	8,790	5,080	1,650	4,350	18,070	7,650	4,690	1,760	14,660	82,230

STATE OF MONTANA (cont.)

Region	1	2	3	4	5	6	7	8	9	10	Total
1966											
1st	16,110	8,100	4,060	1,230	3,120	17,290	8,840	4,520	1,400	12,650	77,320
2nd	18,990	10,010	6,430	2,230	6,550	22,490	9,180	5,900	2,730	17,040	101,550
3rd	17,840	7,730	5,730	1,650	5,690	13,530	10,570	4,790	2,350	17,090	86,970
4th	17,370	11,170	6,470	2,220	5,200	21,950	9,620	5,160	2,000	16,550	97,710

*Source: C.A.B., Origin and Destination Statistics, sample expanded by a factor of 10.

CHAPTER 4

TOTAL O & D TRAFFIC GROWTH OR LOSS BY REGION BY YEAR

Tables 56 - 65

TOTAL O & D TRAFFIC GROWTH OR LOSS BY CITY BY YEAR*

Table No. 56

	1961-62	1962-63	1963-64	1964-65	1965-66	1961-66
Billings	7.2%	24.7%	12.0%	15.5%	13.3%	96.1%
Bozeman	73.4%	9.2%	24.9%	59.9%	6.8%	304.3%
Butte	1.7%	23.8%	20.4%	20.4%	12.6%	105.7%
Great Falls	7.8%	17.6%	12.5%	18.9%	13.1%	91.9%
Helena	38.8%	23.5%	12.3%	27.3%	17.8%	188.6%
Missoula	41.6%	16.4%	24.1%	31.2%	16.2%	211.8%
<hr/>						
Glasgow	2.6%	41.2%	5.8%	12.4%	10.0%	39.4%
Glendive	-11.1%	78.8%	-2.8%	5.0%	13.6%	84.4%
Havre	-3.4%	40.0%	16.0%	12.3%	-7.7%	62.5%
Kalispell	1.7%	-5.6%	45.2%	12.7%	23.2%	93.5%
Lewistown	5.5%	44.8%	34.5%	18.2%	24.0%	201.1%
Miles City	-14.8%	84.6%	10.0%	17.1%	19.4%	141.8%
Sidney	-6.8%	108.8%	-6.3%	-9.0%	2.9%	70.7%
Wolf Point	7.6%	97.2%	-16.4%	-15.4%	46.5%	119.7%

*Source: C.A.B., Origin and Destination Statistics, sample expanded by a factor of 10.
Includes traffic to all regions plus intrastate.

BILLINGS

Table No. 57

Total O & D Traffic Growth or Loss By Region By Year

	1961-62	1962-63	1963-64	1964-65	1965-66	1961-66
Region 1	-5.4%	27.1%	11.4%	11.4%	24.1%	85.2%
Region 2	32.0%	20.3%	4.1%	22.8%	14.8%	132.9%
Region 3	1.2%	13.3%	39.0%	13.3%	5.5%	91.5%
Region 4	51.8%	2.4%	101.1%	-4.0%	39.3%	317.8%
Region 5	7.5%	28.3%	11.2%	12.3%	1.5%	74.9%
Region 6	22.0%	-2.1%	15.2%	35.3%	-1.6%	83.3%
Region 7	7.2%	32.8%	21.7%	9.4%	15.9%	119.8%
Region 8	2.2%	30.8%	-8.5%	9.1%	14.3%	52.6%
Region 9	42.0%	-13.6%	58.9%	6.5%	13.0%	134.4%
Region 10	-59.7%	154.1%	18.8%	36.4%	6.6%	162.0%

GREAT FALLS

Table No. 58

Total O & D Traffic Growth or Loss by Region By Year

	1961-62	1962-63	1963-64	1964-65	1965-66	1961-66
Region 1	-8.4%	37.0%	23.1%	17.3%	3.2%	87.3%
Region 2	39.6%	10.4%	-7.6%	42.7%	5.1%	113.6%
Region 3	32.0%	1.3%	14.4%	54.2%	8.9%	156.9%
Region 4	46.4%	-11.9%	120.2%	-5.1%	31.7%	255.0%
Region 5	33.1%	-2.9%	28.6%	25.0%	-1.7%	104.2%
Region 6	39.4%	-13.1%	-1.2%	17.6%	11.2%	57.2%
Region 7	-15.3%	52.5%	17.5%	18.6%	11.5%	100.7%
Region 8	-1.4%	30.8%	8.1%	14.0%	-2.6%	55.3%
Region 9	3.1%	-2.0%	5.1%	79.8%	10.7%	111.2%
Region 10	-9.8%	28.3%	17.1%	25.3%	23.5%	109.8%

Total O & D Traffic Growth or Loss By Region By Year

		1961-62	1962-63	1963-64	1964-65	1965-66	1961-66
Region 1	44.0%	34.3%	28.9%	16.6%	29.4%	276.0%	
Region 2	21.9%	50.0%	1.3%	63.2%	22.6%	270.7%	
Region 3	30.3%	53.5%	-45.4%	188.8%	-45.2%	72.7%	
Region 4	125.0%	-66.7%	50.0%	111.1%	26.3%	200.0%	
Region 5	-7.4%	76.0%	29.5%	87.7%	-21.5%	211.1%	
Region 6	89.1%	15.6%	-11.1%	42.2%	17.6%	225.0%	
Region 7	-15.8%	30.2%	14.4%	-2.1%	89.3%	132.5%	
Region 8	-19.6%	2.2%	80.4%	-3.8%	27.5%	82.1%	
Region 9	40.0%	3.6%	24.1%	72.2%	6.5%	230.0%	
Region 10	46.2%	31.6%	34.1%	26.3%	7.9%	251.6%	

Total O & D Traffic Growth or Loss By Region By Year

	1961-62	1962-63	1963-64	1964-65	1965-66	1961-66
Region 1	-12.9%	19.3%	7.9%	44.3%	40.6%	127.3%
Region 2	34.3%	2.2%	1.1%	64.5%	30.7%	198.5%
Region 3	22.6%	28.9%	38.8%	35.3%	6.5%	216.1%
Region 4	55.6%	-28.6%	40.0%	89.3%	18.7%	250.0%
Region 5	47.7%	-11.8%	51.5%	21.1%	-3.9%	128.0%
Region 6	8.0%	17.5%	22.2%	27.7%	17.4%	132.5%
Region 7	-6.2%	25.2%	17.0%	4.2%	22.6%	75.5%
Region 8	-14.6%	2.6%	11.7%	-4.5%	-4.7%	-10.9%
Region 9	-52.0%	76.2%	21.6%	77.8%	10.0%	100.0%
Region 10	10.7%	35.3%	31.8%	26.5%	-2.5%	143.7%

MISSOULA

Total O & D Traffic Growth or Loss By Region By Year

	1961-62	1962-63	1963-64	1964-65	1965-66	1961-66
Region 1	42.0%	14.3%	9.8%	73.9%	22.0%	178.3%
Region 2	29.0%	41.6%	-10.0%	87.6%	-7.0%	187.1%
Region 3	42.2%	21.9%	-1.3%	51.9%	25.6%	126.7%
Region 4	17.6%	25.0%	44.0%	91.7%	65.2%	570.6%
Region 5	45.8%	-0.8%	48.3%	18.5%	25.6%	219.2%
Region 6	55.3%	15.3%	23.3%	22.6%	11.3%	201.4%
Region 7	12.5%	3.7%	10.7%	12.9%	42.9%	108.4%
Region 8	-40.0%	40.0%	71.4%	66.7%	41.7%	240.0%
Region 9	57.1%	-23.6%	35.7%	107.0%	-0.9%	234.3%
Region 10	40.2%	41.9%	35.8%	47.7%	10.9%	342.3%

BOZEMAN

Total O & D Traffic Growth or Loss by Region by Year

		1961-62	1962-63	1963-64	1964-65	1965-66	1961-66
Region 1		37.5%	3.0%	3.0%	102.8%	5.6%	212.5%
Region 2		74.1%	23.4%	15.5%	92.5%	31.1%	392.6%
Region 3		65.5%	-6.3%	8.8%	140.8%	-9.3%	268.9%
Region 4		-36.4%	14.3%	Zero	137.5%	Zero	72.7%
Region 5		27.8%	-8.7%	38.1%	98.3%	18.3%	277.8%
Region 6		74.2%	45.4%	8.3%	59.4%	25.5%	448.4%
Region 7		Zero	20.0%	100.0%	-16.7%	10.0%	120.0%
Region 8		50.0%	-33.3%	225.0%	-7.7%	-33.3%	100.0%
Region 9		120.0%	-48.5%	88.2%	75.0%	Zero	273.3%
Region 10		171.4%	15.8%	63.6%	69.4%	-21.3%	585.7%

BIG SIX CITIES

Table No. 63

Total O & D Traffic Growth or Loss By Region By Year

	1961-62	1962-63	1963-64	1964-65	1965-66	1961-66
Region 1	-4.8%	30.0%	16.5%	11.8%	16.2%	98.3%
Region 2	34.8%	18.3%	-4%	37.6%	10.6%	141.9%
Region 3	18.1%	12.1%	17.7%	39.6%	5.6%	138.1%
Region 4	44.7%	-9.3%	92.3%	13.7%	36.0%	290.5%
Region 5	22.4%	10.3%	24.7%	23.7%	2.4%	113.3%
Region 6	37.6%	-6%	8.8%	26.9%	9.4%	106.5%
Region 7	-7.2%	37.5%	18.4%	11.2%	19.4%	100.6%
Region 8	-2.1%	26.9%	1.6%	9.9%	9.2%	51.6%
Region 9	23.0%	-9.1%	36.8%	48.2%	8.4%	145.6%
Region 10	-6.5%	47.5%	23.4%	29.9%	10.7%	144.8%

Total O & D Traffic Growth or Loss By Region By Year

	1961-62	1962-63	1963-64	1964-65	1965-66	1961-66
Region 1	-12.7%	78.6%	-8.1%	10.9%	37.6%	118.7%
Region 2	5.4%	50.0%	-38.1%	26.4%	18.3%	46.2%
Region 3	2.8%	-8.1%	11.8%	18.4%	37.8%	72.2%
Region 4	25.0%	-30.0%	28.6%	188.9%	15.4%	275.0%
Region 5	12.5%	-15.6%	60.5%	-4.9%	13.8%	65.0%
Region 6	5.5%	1.3%	30.1%	15.2%	9.5%	75.4%
Region 7	8.9%	130.6%	14.2%	14.7%	1.4%	233.0%
Region 8	46.7%	43.2%	-14.3%	68.5%	-7.7%	180.0%
Region 9	36.4%	6.7%	43.8%	-13.0%	25.0%	127.2%
Region 10	-14.3%	88.0%	19.7%	33.7%	12.9%	191.2%

*Glasgow, Glendive, Havre, Kalispell, Lewistown, Miles City, Sidney, Wolf Point, Cut Bank/Shelby

STATE OF MONTANA

Total O & D Traffic Growth or Loss By Region By Year

	1961-62	1962-63	1963-64	1964-65	1965-66	1961-66
Region 1	-6.1%	31.7%	15.3%	18.4%	17.0%	99.7%
Region 2	33.1%	19.8%	-2.6%	37.6%	11.0%	137.1%
Region 3	18.6%	11.3%	20.7%	39.8%	6.7%	137.8%
Region 4	43.9%	-10.0%	90.5%	18.5%	34.2%	292.0%
Region 5	22.0%	9.3%	25.7%	22.7%	4.2%	114.4%
Region 6	35.1%	-5%	10.1%	26.2%	9.5%	104.3%
Region 7	-6.8%	40.2%	18.2%	16.5%	19.8%	115.7%
Region 8	-1.1%	27.5%	1.0%	12.9%	8.1%	55.7%
Region 9	23.4%	-8.5%	37.0%	45.6%	10.1%	148.0%
Region 10	-6.9%	49.4%	23.2%	38.1%	8.8%	157.5%

CHAPTER 5

TOTAL O & D TRAFFIC GROWTH OR LOSS BY REGION BY QUARTER

Tables 66 - 75

TOTAL O & D GROWTH OR LOSS BY CITY BY QUARTER*

	<u>BILLINGS</u>			
	<u>1st Quarter</u>	<u>2nd Quarter</u>	<u>3rd Quarter</u>	<u>4th Quarter</u>
1963-64	-	-	8.4%	16.4%
1964-65	7.3%	30.5%	15.4%	9.6%
1965-66	22.4%	21.4%	-9.1%	23.7%
1963-66	-	-	13.8%	57.9%
1964-66	31.3%	58.4%	-	-
	<u>BOZEMAN</u>			
1963-64	-	-	26.7%	20.4%
1964-65	35.1%	54.3%	57.4%	93.4%
1965-66	22.1%	80.6%	-52.1%	14.8%
1963-66	-	-	-4.2%	167.3%
1964-66	64.9%	178.7%	-	-
	<u>BUTTE</u>			
1963-64	-	-	13.2%	17.6%
1964-65	13.9%	21.5%	25.8%	18.4%
1965-66	31.9%	29.5%	-17.4%	18.6%
1963-66	-	-	17.6%	65.0%
1964-66	50.1%	57.3%	-	-

TOTAL O & D GROWTH OR LOSS BY CITY BY QUARTER (cont.)

	<u>GREAT FALLS</u>			
	<u>1st Quarter</u>	<u>2nd Quarter</u>	<u>3rd Quarter</u>	<u>4th Quarter</u>
1963-64	-	-	3.6%	31.8%
1964-65	11.8%	21.1%	27.1%	14.2%
1965-66	23.3%	29.9%	-11.0%	18.2%
1963-66	-	-	17.1%	77.9%
1964-66	37.8%	57.3%	-	-
	<u>HELENA</u>			
1963-64	-	-	13.7%	9.7%
1964-65	22.4%	46.3%	16.0%	28.3%
1965-66	28.0%	35.4%	-6.6%	16.7%
1963-66	-	-	23.2%	64.2%
1964-66	56.7%	98.0%	-	-
	<u>MISSOULA</u>			
1963-64	-	-	14.4%	22.3%
1964-65	16.9%	28.5%	38.2%	37.2%
1965-66	44.2%	47.1%	-30.3%	23.9%
1963-66	-	-	10.2%	107.9%
1964-66	68.5%	89.0%	-	-

TOTAL O & D GROWTH OR LOSS BY CITY BY QUARTER (cont.)

EIGHT SMALLER CITIES**

	<u>1st Quarter</u>	<u>2nd Quarter</u>	<u>3rd Quarter</u>	<u>4th Quarter</u>
1963-64	-	-	13.8%	18.0%
1964-65	16.2%	-.4%	13.1%	5.8%
1965-66	12.7%	37.6%	-13.8%	37.5%
1963-66	-	-	12.4%	71.7%
1964-66	31.0%	37.1%	-	-

*Source: C.A.B. Origin and Destination Statistics.

Includes traffic to all regions plus intrastate.

**Glasgow, Glendive, Havre, Kalispell, Lewistown, Miles City, Sidney, Wolf Point.

BILLINGS

Total O & D Traffic Growth or Loss by Region by Quarter*

Region	1	2	3	4	5	6	7	8	9	10
1st Quarter	1963-64	-	-	-	-	-	-	-	-	-
1964-65	15.8%	-.3%	21.9%	-37.1%	-17.6%	15.1%	-7.3%	.5%	13.3%	9.8%
1965-66	25.9%	39.0%	8.5%	63.3%	32.9%	26.3%	19.7%	19.8%	-13.7%	35.3%
1964-66	45.8%	38.6%	32.3%	2.9%	9.4%	45.4%	10.9%	20.4%	-2.2%	48.6%
2nd Quarter	1963-64	-	-	-	-	-	-	-	-	-
1964-65	31.8%	60.4%	28.1%	-5.3%	25.8%	65.8%	9.4%	13.5%	46.8%	31.1%
1965-66	12.3%	22.3%	13.7%	83.3%	21.1%	23.1%	12.9%	18.4%	26.1%	14.7%
1964-66	48.0%	96.0%	45.6%	73.7%	52.3%	104.1%	23.5%	34.3%	85.1%	50.4%
3rd Quarter	1963-64	4.3%	16.5%	43.5%	110.3%	25.1%	23.2%	3.2%	-42.4%	83.3%
1964-65	4.5%	9.5%	1.2%	-8.2%	15.1%	37.2%	23.3%	40.8%	-14.8%	62.7%
1965-66	24.3%	-22.3%	-9.0%	5.4%	-26.2%	-49.2%	12.8%	3.9%	1.3%	-21.6%
1963-66	35.5%	-.8%	32.1%	103.4%	6.3%	-14.1%	43.5%	-15.8%	58.3%	37.3%

BILLINGS (Cont.)

Region	1	2	3	4	5	6	7	8	9	10
1963-64	24.1%	-20.1%	46.0%	488.9%	-7.7%	16.5%	34.6%	.8%	40.5%	4.6%
1964-65	-2.6%	60.7%	12.2%	-49.1%	10.0%	25.8%	15.1%	-2.0%	Zero	37.1%
1965-66	36.0%	31.3%	12.3%	35.2%	24.2%	11.4%	18.4%	15.6%	38.5%	14.2%
1963-66	64.5%	68.6%	83.9%	305.6%	26.2%	63.3%	83.5%	14.2%	94.6%	63.8%

*Source: C.A.B. Origin and Destination Statistics.

GREAT FALLS

Total O & D Traffic Growth or Loss by Region by Quarter*

Region	1	2	3	4	5	6	7	8	9	10
1st Quarter	-	-	-	-	-	-	-	-	-	-
1963-64	-	-	-	-	-	-	-	-	-	-
1964-65	7.1%	20.2%	39.7%	-32.4%	-7.1%	12.3%	-5.3%	13.3%	35.0%	41.3%
1965-66	28.1%	55.5%	47.7%	65.2%	58.5%	20.9%	26.6%	-6.3%	11.1%	7.5%
1st	-	-	-	-	-	-	-	-	-	-
1964-66	37.2%	86.8%	106.3%	11.8%	47.1%	35.9%	19.9%	6.1%	50.0%	52.0%
2nd Quarter	-	-	-	-	-	-	-	-	-	-
1963-64	-	-	-	-	-	-	-	-	-	-
1964-65	11.8%	45.4%	82.9%	16.7%	6.4%	28.5%	29.5%	47.4%	157.1%	21.8%
1965-66	25.5%	25.9%	Zero	85.7%	11.3%	30.7%	10.2%	11.4%	18.5%	46.9%
2nd	-	-	-	-	-	-	-	-	-	-
1964-66	40.3%	83.1%	83.0%	116.7%	18.4%	68.0%	42.6%	64.2%	204.8%	79.0%
3rd Quarter	-	-	-	-	-	-	-	-	-	-
1963-64	6.8%	-14.7%	1.3%	188.5%	29.5%	5.9%	-1.9%	-2.8%	Zero	-6.8%
1964-65	24.2%	69.5%	72.8%	-10.7%	34.7%	34.2%	35.7%	-2.2%	71.8%	19.9%
1965-66	-8.2%	-41.9%	-21.5%	-26.9%	-39.6%	-28.2%	-7.8%	-8.2%	Zero	10.3%
3rd	-	-	-	-	-	-	-	-	-	100%
1963-66	21.8%	-16.0%	37.6%	88.5%	5.4%	2.0%	22.7%	-12.8%	71.8%	31.3%

GREAT FALLS (Cont.)

Region	1	2	3	4	5	6	7	8	9	10
1963-64	44.7%	6.7%	53.8%	121.7%	8.0%	42.4%	25.0%	22.8%	-25.0%	28.5%
1964-65	24.6%	27.1%	15.4%	4.9%	59.6%	-7%	20.8%	3.2%	62.5%	23.5%
1965-66	-21.8%	22.1%	51.4%	48.1%	16.0%	34.3%	19.8%	-8.6%	17.9%	32.0%
4th	41.0%	65.6%	168.8%	247.8%	100.0%	89.9%	80.9%	15.8%	43.8%	109.5%

*Source: C.A.B. Origin and Destination Statistics.

Total O & D Traffic Growth or Loss by Region by Quarter*

Region	1	2	3	4	5	6	7	8	9	10
1st Quarter	1963-64	-	-	-	-	-	-	-	-	-
1964-65	50.1%	15.4%	66.7%	25.0%	6.3%	68.7%	19.5%	13.3%	-42.9%	Zero
1965-66	72.3%	93.3%	-53.3%	80.0%	-5.9%	22.1%	-12.2%	23.5%	350.0%	35.7%
1st	1964-66	161.3%	123.1%	-22.2%	125.0%	Zero	105.9%	4.9%	40.0%	157.1%
2nd Quarter	1963-64	-	-	-	-	-	-	-	-	-
1964-65	42.1%	37.0%	140.0%	150.0%	222.2%	44.6%	-31.0%	60.0%	200.0%	63.4%
1965-66	31.5%	29.7%	-12.5%	-60.0%	10.3%	51.1%	131.0%	45.8%	61.1%	7.5%
2nd	1964-66	61.4%	77.8%	110.0%	Zero	255.6%	118.5%	59.5%	133.3%	383.3%
3rd Quarter	1963-64	Zero	-47.7%	100.0%	-	61.5%	21.4%	-10.5%	50.0%	28.6%
1964-65	4.3%	245.5%	178.6%	-	47.6%	111.8%	-41.2%	-40.0%	166.7%	20.3%
1965-66	16.7%	-34.3%	-76.9%	66.7%	-44.2%	-32.5%	325.0%	5.6%	-62.5%	3.6%
3rd	1963-66	21.7%	19.0%	28.6%	66.7%	30.8%	-8.3%	123.7%	-5.0%	28.6%

HELENA (Cont.)

Region	1	2	3	4	5	6	7	8	9	10
1963-64	63.6%	-9.1%	-85.0%	200.0%	10.0%	-40.0%	13.0%	109.1%	100.0%	57.4%
1964-65	-4.2%	70.0%	333.3%	100.0%	172.7%	59.4%	61.5%	-8.7%	Zero	31.1%
1965-66	7.2%	47.1%	-23.0%	33.3%	-37.7%	36.4%	66.7%	28.6%	-37.5%	-4.1%
1963-66	68.2%	27.3%	-50.0%	700.0%	90.0%	30.4%	204.3%	145.5%	25.0%	97.9%

*Source: C.A.B. Origin and Destination Statistics.

BUTTE

Total O & D Traffic Growth or Loss by Region by Quarter*

Region	1	2	3	4	5	6	7	8	9	10
1963-64	-	-	-	-	-	-	-	-	-	-
1964-65	92.3%	4.3%	-11.5%	50.0%	26.3%	40.6%	12.9%	9.4%	22.2%	-4.7%
2nd Quarter	-3.0%	75.0%	169.6%	66.7%	4.2%	32.0%	20.5%	-2.8%	63.6%	46.4%
1st	86.5%	82.6%	138.5%	150.0%	31.6%	85.5%	36.1%	6.3%	100.0%	39.6%
1963-64	-	-	-	-	-	-	-	-	-	-
1964-65	46.2%	116.6%	43.8%	114.3%	16.7%	55.4%	6.8%	-36.6%	104.5%	24.6%
2nd Quarter	92.6%	64.1%	Zero	6.7%	94.3%	55.0%	12.8%	23.1%	44.4%	5.2%
1964-66	181.5%	255.6%	43.8%	128.6%	126.7%	140.0%	20.5%	-22.0%	225.0%	31.0%
1963-64	15.0%	20.8%	11.8%	Zero	112.1%	28.6%	-12.3%	-10.0%	85.7%	25.1%
1964-65	27.4%	62.1%	84.2%	60.0%	8.6%	56.6%	8.9%	37.0%	169.2%	18.4%
2nd Quarter	-6.1%	-71.4%	-25.0%	-53.9%	-36.8%	22.2%	-27.0%	-22.9%	-25.1%	-
1963-66	36.3%	83.3%	-41.2%	20.0%	6.1%	27.3%	16.8%	-10.0%	225.7%	11.0%

Butte (Cont.)

Region	1	2	3	4	5	6	7	8	9	10
1963-64	43.3%	-36.1%	73.9%	66.7%	47.4%	13.4%	-2.8%	41.7%	66.7%	22.2%
1964-65	30.2%	87.0%	12.5%	160.0%	53.6%	-17.0%	-9.7%	-11.8%	6.7%	67.1%
1965-66	48.2%	16.3%	51.1%	53.8%	Zero	36.6%	36.1%	-3.4%	6.3%	-6.5%
1963-66	176.7%	38.9%	195.7%	566.7%	126.3%	28.6%	19.4%	20.8%	38.9%	91.0%

*Source: C.A.B. Origin and Destination Statistics.

MISSOULA

Total O & D Traffic Growth or Loss by Region by Quarter*

Region	1	2	3	4	5	6	7	8	9	10
1963-64	-	-	-	-	-	-	-	-	-	-
1964-65	164.7%	-8.1%	94.7%	1500.0%	33.3%	-1.5%	200.0%	500.0%	88.9%	39.5%
1965-66	11.1%	Zero	62.2%	-6.3%	50.0%	50.0%	22.2%	-5.6%	Zero	76.7%
1st Quarter	194.1%	-8.1%	215.8%	1400.0%	100.0%	47.7%	266.7%	466.7%	68.9%	146.5%
1963-64	-	-	-	-	-	-	-	-	-	-
1964-65	Zero	152.0%	40.0%	-7.7%	-6.7%	35.3%	85.7%	25.0%	121.4%	16.7%
1965-66	114.7%	26.9%	42.8%	300.0%	55.4%	26.7%	30.8%	250.0%	25.8%	80.5%
2nd Quarter	114.7%	220.0%	100.0%	269.2%	45.0%	71.4%	240.0%	337.5%	178.6%	110.6%
1963-64	2.9%	-18.9%	-8.8%	44.4%	27.7%	22.0%	-40.0%	366.7%	5.6%	31.3%
1964-65	100.0%	206.9%	40.3%	7.7%	38.3%	13.1%	-50.0%	28.6%	73.7%	70.5%
1965-66	-32.9%	-40.2%	-31.0%	64.3%	-15.6%	-25.1%	200.0%	33.3%	-6.1%	-50.0%
3rd Quarter	38.2%	49.1%	-11.8%	155.6%	48.9%	3.4%	-10.0%	300.0%	72.2%	11.9%

MISSOULA (cont.)

Region	1	2	3	4	5	6	7	8	9	10
1963-64	37.0%	17.0%	-36.1%	350.0%	36.0%	7.7%	200.0%	175.0%	Zero	103.1%
1964-65	78.4%	20.8%	73.9%	200.0%	17.6%	45.7%	-33.3%	18.2%	146.7%	53.8%
1965-66	37.9%	27.6%	85.0%	3.7%	50.0%	5.7%	30.0%	61.5%	-18.9%	9.0%
1963-66	237.0%	80.5%	105.6%	1300.0%	140.0%	65.7%	160.0%	425.0%	100.0%	240.6%

*Source: C.A.B. Origin and Destination Statistics.

Total O & D Traffic Growth or Loss by Region by Quarter*

Region	1	2	3	4	5	6	7	8	9	10
1963-64	-	-	-	-	-	-	-	-	-	-
1964-65	46.2%	275.0%	225.0%	-	57.1%	35.4%	-66.7%	100.0%	-28.5%	Zero
1965-66	5.3%	20.0%	15.4%	-40.0%	18.2%	27.7%	Zero	60.0%	157.1%	
1st Quarter										
1963-64	-	-	-	-	-	-	-	-	-	-
1964-65	11.1%	177.8%	60.0%	200.0%	Zero	53.1%	-	20.0%	200.0%	360.0%
1965-66	200.0%	64.0%	193.8%	33.3%	240.0%	114.3%	100.0%	-83.3%	5.6%	-30.4%
2nd Quarter										
1963-64	-	-	-	-	-	-	-	-	-	-
1964-65	-50.0%	125.0%	25.0%	50.0%	31.3%	3.8%	100.0%	400.0%	75.0%	220.0%
1965-66	-71.4%	-60.0%	48.1%	112.0%	133.3%	185.7%	22.2%	-75.0%	-100.0%	42.9%
3rd Quarter										
1963-64	-50.0%	33.3%	10.0%	100.0%	112.5%	-9.6%	50.0%	-100.0%	37.5%	-60.0%
1964-65	250.0%	48.1%	112.0%	133.3%	185.7%	22.2%	-75.0%	-100.0%	42.9%	-6.3%
1965-66	-	-	-	-	-	-	-	-	-	-86.7%
1963-66	-50.0%	33.3%	10.0%	100.0%	112.5%	-9.6%	50.0%	-100.0%	37.5%	-60.0%

BOZEHAN (Cont.)

Region	1	2	3	4	5	6	7	8	9	10
1963-64	25.0%	27.8%	11.1%	-	275.0%	12.5%	100.0%	100.0%	Zero	-20.0%
1964-65	180.0%	47.8%	260.0%	Zero	93.3%	152.8%	150.0%	100.0%	160.0%	100.0%
1965-66	21.4%	17.6%	-36.1%	100.0%	31.0%	15.4%	-60.0%	25.0%	38.5%	-25.0%
4th Quarter	325.0%	122.2%	155.5%	100.0%	850.0%	228.1%	100.0%	400.0%	260.0%	20.0%

*Source: C.A.B. Origin and Destination Statistics.

BIG SIX CITIES

Total O & D Traffic Growth or Loss by Region by Quarter*

Region	1	2	3	4	5	6	7	8	9	10
<i>1st Quarter</i>										
1963-64	-	-	-	-	-	-	-	-	-	-
1964-65	19.6%	8.7%	35.0%	Zero	-.9%	15.9%	-.3%	9.6%	18.6%	19.2%
1965-66	25.4%	42.7%	36.9%	45.0%	36.1%	29.5%	20.6%	9.5%	17.4%	28.5%
<i>1st</i>	<i>50.0%</i>	<i>55.2%</i>	<i>84.8%</i>	<i>45.0%</i>	<i>34.8%</i>	<i>50.0%</i>	<i>20.3%</i>	<i>20.0%</i>	<i>39.2%</i>	<i>53.1%</i>
<i>2nd Quarter</i>										
1963-64	-	-	-	-	-	-	-	-	-	-
1964-65	23.0%	63.5%	49.7%	16.5%	17.0%	43.1%	15.2%	18.5%	103.9%	23.0%
1965-66	27.4%	27.7%	16.1%	89.4%	33.7%	33.7%	16.9%	21.6%	26.9%	26.8%
<i>2nd</i>	<i>56.7%</i>	<i>108.7%</i>	<i>73.9%</i>	<i>120.6%</i>	<i>56.4%</i>	<i>91.3%</i>	<i>34.7%</i>	<i>44.2%</i>	<i>158.8%</i>	<i>62.3%</i>
<i>3rd Quarter</i>										
1963-64	5.1%	3.8%	19.1%	105.1%	34.0%	16.2%	-4.4%	-22.5%	43.3%	12.9%
1964-65	18.3%	44.1%	42.0%	.6%	28.8%	29.7%	19.8%	17.1%	39.6%	30.5%
1965-66	5.5%	-31.8%	-28.6%	-6.7%	-33.6%	-34.6%	14.9%	-3.5%	-13.0%	-13.0%
<i>3rd</i>	<i>31.1%</i>	<i>1.9%</i>	<i>20.6%</i>	<i>92.4%</i>	<i>14.8%</i>	<i>-1.5%</i>	<i>31.6%</i>	<i>-12.5%</i>	<i>74.0%</i>	<i>28.1%</i>

BIG SIX CITIES (Cont.)

Region	1	2	3	4	5	6	7	8	9	10
1963-64	35.3%	-9.3%	22.8%	278.7%	9.8%	17.3%	19.4%	14.0%	19.8%	25.2%
1964-65	13.6%	47.0%	28.5%	-11.2%	40.4%	20.3%	11.8%	-7%	36.2%	39.9%
1965-66	9.5%	27.7%	27.6%	37.3%	17.5%	20.8%	25.2%	9.4%	11.7%	12.5%
1963-66	68.3%	70.4%	101.3%	361.7%	81.1%	69.9%	67.2%	23.9%	82.1%	97.0%

*Source: C.A.B. Origin and Destination Statistics.

Table No. 74

EIGHT SMALLER CITIES*

Total O & D Traffic Growth or Loss by Region by Quarter**

Region	1	2	3	4	5	6	7	8	9	10	
1st Quarter	1963-64	-	-	-	-	-	-	-	-	-	
1964-65	70.0%	-5.3%	50.0%	250.0%	-11.1%	25.4%	45.5%	185.7%	-50.0%	31.7%	
1965-66	17.6%	38.9%	-44.4%	Zero	75.0%	7.2%	-6.3%	-30.0%	66.7%	27.8%	
1964-66	100.0%	31.6%	-16.6%	250.0%	55.6%	34.5%	36.4%	100.0%	-16.6%	68.3%	
2nd Quarter	1963-64	-	-	-	-	-	-	-	-	-	
1964-65	-14.6%	65.0%	-30.0%	200.0%	27.3%	1.9%	18.5%	22.2%	-42.9%	23.2%	
1965-66	80.5%	21.2%	200.0%	33.3%	-7.1%	50.9%	12.5%	-4.5%	25.0%	39.1%	
1964-66	54.2%	100.0%	110.0%	300.0%	18.2%	53.8%	33.3%	16.7%	-23.6%	71.4%	
3rd Quarter	1963-64	-19.2%	-12.1%	27.3%	Zero	81.3%	64.7%	45.2%	-42.9%	Zero	8.6%
1964-65	23.7%	10.3%	-7.1%	100.0%	-13.8%	26.4%	6.7%	225.0%	100.0%	13.6%	
1965-66	-4.2%	12.5%	30.8%	66.7%	-32.0%	-28.8%	-27.0%	-19.2%	-20.0%	-18.0%	
1963-66	-4.2%	9.1%	54.5%	233.3%	6.3%	48.2%	12.9%	50.0%	60.0%	1.2%	

EIGHT SMALLER CITIES (Cont.)

Region	1	2	3	4	5	6	7	8	9	10
1963-64	Zero	-34.3%	33.3%	100.0%	9.1%	57.8%	29.6%	162.5%	66.7%	26.1%
1964-65	-12.7%	39.1%	100.0%	250.0%	3.3%	7.9%	2.9%	9.5%	-40.0%	75.9%
1965-66	85.4%	9.4%	18.8%	-28.6%	100.0%	32.1%	36.1%	21.7%	133.3%	17.6%
1963-66	61.8%	zero	216.7%	400.0%	100.0%	125.0%	81.5%	250.0%	133.3%	160.9%

*Glasgow, Glendive, Havre, Kalispell, Lewistown, Miles City, Sidney, Wolf Point.

**Source: C.A.B. Origin and Destination Statistics.

STATE OF MONTANA

Total O & D Traffic Growth or Loss by Region by Quarter*

Region	1	2	3	4	5	6	7	8	9	10
1963-64	-	-	-	-	-	-	-	-	-	-
1964-65	21.1%	8.2%	35.4%	6.1%	-1.3%	16.3%	1.1%	12.9%	14.6%	19.8%
1965-66	25.1%	42.6%	34.4%	41.4%	37.4%	28.4%	19.5%	7.6%	18.6%	28.4%
1st Quarter	51.4%	54.3%	82.1%	50.0%	35.7%	49.3%	20.8%	21.5%	6.1%	53.9%
1963-64	-	-	-	-	-	-	-	-	-	-
1964-65	21.5%	63.8%	48.6%	20.2%	17.3%	39.5%	17.9%	19.4%	94.5%	31.7%
1965-66	29.2%	27.4%	18.2%	87.4%	33.9%	34.8%	18.3%	19.9%	28.8%	27.4%
2nd Quarter	56.9%	108.5%	75.7%	125.3%	57.1%	88.0%	39.5%	43.2%	150.5%	67.7%
1963-64	3.8%	3.1%	19.3%	101.2%	35.6%	19.3%	-2.1%	-23.1%	41.7%	12.6%
1964-65	19.9%	43.9%	41.8%	6.1%	27.0%	29.7%	37.6%	25.5%	41.2%	51.4%
1965-66	5.0%	-29.9%	-25.9%	-5.7%	-30.8%	-34.1%	16.4%	-4.6%	-11.0%	-15.8%
3rd Quarter	30.7%	4.0%	25.4%	101.2%	19.3%	1.9%	56.8%	-7.1%	78.0%	43.5%

STATE OF MONTANA (Cont.)

Region	1	2	3	4	5	6	7	8	9	10
1963-64	33.5%	-10.6%	23.0%	275.0%	9.8%	19.0%	19.9%	16.9%	21.1%	25.2%
1964-65	12.5%	46.7%	29.9%	-8.3%	38.5%	19.4%	11.4%	-.2%	33.3%	41.9%
1965-66	11.8%	27.1%	27.4%	34.5%	19.5%	21.5%	25.8%	10.0%	13.6%	12.9%
4th Quarter	68.0%	66.7%	103.5%	362.5%	81.8%	72.7%	67.9%	28.4%	83.5%	100.6%

*Source: C.A.B. Origin and Destination Statistics.

CHAPTER 6

INTRASTATE TRAVEL 1959 - 1966

Tables 76 - 83

INTRASTATE AIR TRAVEL BETWEEN MONTANA CITIES - 1959*

FROM TO	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)
(1) Billings	0														
(2) Bozeman	620	0													
(3) Butte	2530	120	0												
(4) Gt. Falls	8610	110	1950	0											
(5) Helena	1860	230	330	780	0										
(6) Missoula	1380	240	300	600	360	0									
(7) Cut Bank /Shelby	380	0	120	430	10	0	0	0							
(8) Glasgow	10	0	0	40	0	0	0	0	0						
(9) Glendive	470	0	0	10	0	0	0	0	0	0	0				
(10) Havre	10	0	0	100	0	0	0	0	30	0	0				
(11) Kalispell	280	90	30	50	70	150	0	0	0	0	0	0			
(12) Lewistown	540	0	0	190	10	10	10	0	0	0	0	0			
(13) Miles City	630	0	30	130	20	10	0	0	20	0	0	0			
(14) Sidney	560	0	10	0	0	0	0	0	0	0	0	0	50	0	
(15) Wolf Point	500	0	0	30	10	0	0	0	30	0	0	0	50	50	0

*Source: C.A.B., Origin and Destination Statistics, sample expanded by a factor of 10.

INTRASTATE AIR TRAVEL BETWEEN MONTANA CITIES - 1960*

Table No. 77

-118-

FROM	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	TO
(1) Billings	0															
(2) Bozeman	880	0														
(3) Butte	2120	60	0													
(4) Gt. Falls	8670	90	1870	0												
(5) Helena	1760	110	290	640	0											
(6) Missoula	1750	160	330	330	360	0										
(7) Cut Bank /Shelby	90	0	0	120	0	0	0	0	0	0						
(8) Glasgow	280	10	0	740	0	30	0	0	0							
(9) Glendive	370	20	0	30	0	0	0	0	0							
(10) Havre	440	0	0	360	0	0	0	70	0	0						
(11) Kalispell	140	10	20	540	10	0	50	0	0	0	0					
(12) Lewistown	250	0	0	190	0	0	0	10	0	50	0	0				
(13) Miles City	440	0	0	70	30	10	0	10	20	10	0	0	0	0		
(14) Sidney	500	0	10	130	0	0	0	40	30	50	0	20	60	0		
(15) Wolf Point	180	0	0	200	0	0	0	10	10	50	0	0	30	40	0	

*Source: C.A.B. Origin and Destination Statistics, sample expanded by a factor of 10.

INTRASTATE AIR TRAVEL BETWEEN MONTANA CITIES - 1961*

Table No. 78

-119-

FROM TO	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)
(1) Billings	0														
(2) Bozeman	190	0													
(3) Butte	1230	50	0												
(4) Gt. Falls	8210	0	2060	0											
(5) Helena	660	20	110		390	0									
(6) Missoula	1360	100	180		680	100	0								
(7) Cut Bank /Shelby	40	0	10	130	0	0	0	0	0						
(8) Glasgow	230	0	0	570	0	0	0	0	0						
(9) Glendive	360	0	0	50	0	0	0	0	0	10	0				
(10) Havre	190	0	10	320	0	0	0	10	0	0	0				
(11) Kalispell	160	0	0	590	20	0	50	0	0	0	0				
(12) Lewistown	260	0	0	150	0	0	0	0	0	40	0	0			
(13) Miles City	500	0	0	80	20	0	0	0	0	20	10	0	0		
(14) Sidney	520	0	0	90	10	0	0	10	10	20	0	0	70	0	
(15) Wolf Point	200	0	0	190	0	0	0	0	0	10	0	10	20	10	0

*Source: C.A.B. Origin and Destination Statistics, sample expanded by a factor of 10.

INTRASTATE AIR TRAVEL BETWEEN MONTANA CITIES - 1962*

Table No. 79

TO	FROM	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)
(1) Billings	0															
(2) Bozeman	670	0														
(3) Butte	1460	80	0													
(4) Gt. Falls	7740	0	1650	0												
(5) Helena	860	40	190	730	0											
(6) Missoula	1730	90	90	980	170	0										
(7) Cut Bank /Shelby	100	0	0	110	0	0	0	0								
(8) Glasgow	270	20	30	380	0	10	0	0								
(9) Glendive	270	0	0	30	0	0	0	0	10	0						
(10) Havre	100	0	0	310	10	0	0	10	0	0						
(11) Kalispell	80	10	0	530	20	0	40	0	0	0						
(12) Lewistown	200	0	10	170	0	0	0	10	0	0	10	0				
(13) Miles City	340	10	10	60	0	0	0	30	10	10	0	0	0			
(14) Sidney	390	0	0	130	20	0	0	20	30	0	0	0	50	0		
(15) Wolf Point	150	0	0	160	10	10	0	0	10	0	0	10	30	0		

*Source: C.A.B. Origin and Destination Statistics, sample expanded by a factor of 10.

INTRASTATE AIR TRAVEL BETWEEN MONTANA CITIES - 1963*

Table No. 80

TO	FROM	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)
(1) Billings	0															
(2) Bozeman	780	0														
(3) Butte	1440	40	0													
(4) Gt. Falls	11010	40	2740	0												
(5) Helena	1040	20	220	940	0											
(6) Missoula	2280	30	70	870	80	0										
(7) Glasgow	280	0	50	540	10	30	0									
(8) Glendive	520	10	10	50	40	0	0	0								
(9) Cut Bank /Shelby	130	0	0	140	0	0	20	0	0							
(10) Havre	220	0	90	190	0	0	60	10	0	0						
(11) Kalispell	100	0	30	350	20	10	0	10	20	0	0					
(12) Lewistown	320	0	0	150	0	0	0	0	0	0	0	0				
(13) Miles City	520	0	20	80	0	0	10	0	0	0	0	0	0	0	0	0
(14) Sidney	950	0	30	390	30	10	20	60	10	10	0	0	60	0		
(15) Wolf Point	300	0	10	330	0	0	140	0	0	30	0	10	10	20	0	

*Source: C.A.B. Origin and Destination Statistics, sample expanded by a factor of 10.

INTRASTATE AIR TRAVEL BETWEEN MONTANA CITIES - 1964*

Table 81

-122-

TO	FROM	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	No.
(1) Billings		0															
(2) Bozeman		980	0														
(3) Butte		1610	70	0													
(4) Gt. Falls		11170	50	2910	0												
(5) Helena		1410	30	240	760	0											
(6) Missoula		2810	100	90	1530	140	0										
(7) Cut Bank / Shelby		110	0	0	350	10	0	0	0								
(8) Glasgow		300	0	40	620	40	30	0	0	0							
(9) Glendive		520	10	20	30	40	0	0	0	0	0						
(10) Havre		190	0	10	290	40	0	0	30	0	0	0					
(11) Kalispell		80	0	10	870	30	0	150	0	0	20	0					
(12) Lewistown		350	10	0	230	20	0	10	0	0	10	0	0				
(13) Miles City		590	10	0	250	30	0	10	10	0	0	40	0				
(14) Sidney		880	0	30	370	60	20	0	20	10	40	0	10	20	0		
(15) Wolf Point		210	0	0	220	0	0	10	0	50	0	30	0	10	0		

*Source: C.A.B. Origin and Destination Statistics, sample expanded by a factor of 10.

INTRASTATE AIR TRAVEL BETWEEN MONTANA CITIES - 1965*

Table No. 82

-123-

FROM TO	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)
(1) Billings	0														
(2) Bozeman	490	0													
(3) Butte	1600	100	0												
(4) Gt. Falls	12910	140	2450	0											
(5) Helena	1390	60	240		570	0									
(6) Missoula	2940	220	200		870	240	0								
(7) Glasgow	190	10	30		740	0	0	0							
(8) Glendive	430	0	0		20	0	10	0	0						
(9) Havre	230	0	0		330	0	0	60	0	0					
(10) Kalispell	120	0	20		750	0	0	0	0	10	0				
(11) Lewistown	380	10	40		250	10	0	10	0	0	10	0			
(12) Miles City	530	10	20		90	50	30	0	30	10	0	20	0		
(13) Sidney	590	30	10		230	40	0	50	30	30	0	10	20	0	
(14) W. Yellowstone	20	0	40		140	30	0	0	0	10	0	0	0	0	
(15) Wolf Point	160	0	10		210	10	10	0	0	30	0	10	0	10	0

*Source: C.A.B. Origin and Destination Statistics, sample expanded by a factor of 10.

INTRASTATE AIR TRAVEL BETWEEN MONTANA CITIES - 1966*

Table No. 83

FROM TO	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)
(1) Billings	0														
(2) Bozeman	560	0													
(3) Butte	1520	100	0												
(4) Gt. Falls	16300	140	3270	0											
(5) Helena	1260	60	260	870	0										
(6) Missoula	3490	130	330	1480	380	0									
(7) Glasgow	300	0	30	860	10	0	0								
(8) Glendive	400	0	10	50	10	40	0	0							
(9) Havre	180	0	30	270	50	0	30	10	0						
(10) Kalispell	300	0	10	1190	0	10	10	0	0	0					
(11) Lewistown	470	0	10	270	10	0	0	10	0	20	0				
(12) Miles City	680	10	10	90	130	10	0	10	20	0	20	0			
(13) Sidney	670	20	0	320	20	0	30	20	30	10	0	10	0		
(14) W. Yellowstone	10	0	0	120	50	0	0	0	0	0	0	0	0	0	
(15) Wolf Point	160	0	10	430	40	0	0	0	0	20	10	20	0	0	

*Source: C.A.B. Origin and Destination Statistics, sample expanded by a factor of 10.

CHAPTER 7

MAJOR OUT-OF-STATE MARKET ANALYSIS

Tables 84 - 98

BILLINGS

20 MAJOR OUT-OF-STATE MARKETS - 1959-1966*

	<u>1959</u>	<u>1960</u>	<u>1961</u>	<u>1962</u>	<u>1963</u>	<u>1964</u>	<u>1965</u>	<u>1966</u>
Denver	10,060	10,150	11,240	10,030	12,380	13,790	15,360	19,080
Minneapolis	4,440	4,820	3,620	4,930	6,390	5,470	7,210	9,190
Seattle	5,400	4,650	4,000	5,300	5,300	5,810	8,120	8,670
Salt Lake City	2,080	2,200	2,600	3,060	3,560	4,230	4,560	5,830
San Francisco	1,910	2,260	2,030	2,040	2,970	3,670	4,900	5,570
Chicago	2,390	2,200	2,580	2,480	2,750	3,660	4,410	4,610
Los Angeles	2,210	2,160	1,920	1,650	3,050	3,410	4,430	4,510
New York City	2,980	3,540	2,870	3,160	4,110	4,380	4,530	4,270
Spokane	2,980	3,310	2,800	2,980	3,120	3,660	4,810	4,230
Portland	2,250	2,360	2,100	2,710	2,450	3,050	4,220	3,770

Table No. 84 (cont.)

BILLINGS (cont.)

	<u>1959</u>	<u>1960</u>	<u>1961</u>	<u>1962</u>	<u>1963</u>	<u>1964</u>	<u>1965</u>	<u>1966</u>
Casper	3,630	3,340	2,930	3,160	3,850	4,000	3,770	3,630
Bismarck	1,790	1,290	1,220	1,400	1,680	2,240	2,320	2,540
Washington, I. C.	1,280	1,110	1,030	1,210	1,080	1,700	1,960	2,300
Fargo	790	660	260	1,000	880	1,330	1,730	1,750
Sheridan		1,110	910	810	940	1,290	770	830
Cheyenne	850	830		1,130	790	1,490	1,210	1,640
San Diego		430	380	290	360	790	800	1,240
Phoenix		730	670	840	640	910	1,210	1,300
Kansas City		460	660	630	610	870	950	1,130
Detroit	720	1,310	660	800	850	900	1,170	1,180

*The cities included in the top 20 markets are those with the largest number of passengers in the total for the three years of 1964-1966. Other cities may have appeared in any one year as a top market. The cities are ranked in order of importance in 1966. The source of all data is the CAB origin and destination statistics expanded by a factor of 10.

GREAT FALLS

Table No. 85

20 MAJOR OUT-OF-STATE MARKETS - 1959-1966*

	<u>1959</u>	<u>1960</u>	<u>1961</u>	<u>1962</u>	<u>1963</u>	<u>1964</u>	<u>1965</u>	<u>1966</u>
Los Angeles	5,190	4,840	6,960	5,320	7,290	7,640	9,540	12,890
Seattle	6,420	7,520	7,300	12,060	9,640	8,160	9,140	11,220
Denver	4,540	4,050	7,160	5,910	8,130	9,900	10,680	11,150
Salt Lake City	3,050	3,340	4,270	3,990	5,240	5,290	6,910	8,030
San Francisco	3,030	3,070	2,870	3,280	3,900	4,830	6,250	7,170
Spokane	4,550	4,890	4,290	4,950	4,490	5,490	6,360	6,930
Minneapolis	3,150	3,200	2,740	3,720	3,780	3,610	4,820	5,140
Portland	2,530	2,830	2,680	2,980	3,080	3,320	4,260	4,370
Chicago	1,250	1,350	1,570	2,040	2,280	2,290	3,610	3,820
Las Vegas	1,180	1,590	1,460	1,090	1,980	3,030	2,730	3,090

Table No. 85 (cont.)

GREAT FALLS (Cont.)

	<u>1959</u>	<u>1960</u>	<u>1961</u>	<u>1962</u>	<u>1963</u>	<u>1964</u>	<u>1965</u>	<u>1966</u>
New York	1,810	2,360	1,860	2,230	2,330	2,980	3,400	2,840
Dallas	590	670	1,130	930	1,710	1,800	2,440	2,310
Phoenix	800	730	1,030	740	1,180	1,780	2,030	2,070
Houston	230	480	1,200	880	1,480	1,910	1,740	1,730
Tulsa	410	170	540	860	670	1,060	1,380	1,730
San Diego	430	660	400	470	830	1,370	1,670	1,630
Kansas City	660	360	620	1,030	1,010	1,090	1,420	1,540
Washington, I.C.	710	720	640	580	730	820	1,180	1,490
Idaho Falls	280	600	730	740	770	880	1,340	1,370
Casper	640	550	810	740	1,300	1,620	1,560	1,070

*The cities included in the top 20 markets are those with the largest number of passengers in the total for the three years of 1964-1966. Other cities may have appeared in any one year as a top market. The cities are ranked in order of importance in 1966. The source of all data is the CAB origin and destination statistics expanded by a factor of 10.

10 MAJOR OUT-OF-STATE MARKETS - 1959-1966*

	<u>1959</u>	<u>1960</u>	<u>1961</u>	<u>1962</u>	<u>1963</u>	<u>1964</u>	<u>1965</u>	<u>1966</u>
Seattle	970	550	830	1,510	1,630	1,520	1,650	2,300
Denver	830	750	530	800	1,150	1,470	1,540	2,020
San Francisco	900	430	500	700	740	1,260	1,850	2,000
Salt Lake City	930	900	990	870	1,040	1,140	1,120	1,860
Portland	520	500	240	580	700	720	1,050	1,520
Los Angeles	560	370	350	520	910	1,040	1,050	1,230
Spokane	790	960	410	780	990	740	1,370	1,150
Minneapolis	660	390	330	300	540	550	750	950
Washington D.C.	270	210	160	220	200	300	560	600
New York City	430	140	180	210	330	460	690	490

*The cities included in the top 10 markets are those with the largest number of passengers in the total for the three years of 1964-1966. Other cities may have appeared in any one year as a top market. The cities are ranked in order of importance in 1966. The source of all data is the CAB origin and destination statistics expanded by a factor of 10.

BUTTE

10 MAJOR OUT-OF-STATE MARKETS - 1959-1966*

	<u>1959</u>	<u>1960</u>	<u>1961</u>	<u>1962</u>	<u>1963</u>	<u>1964</u>	<u>1965</u>	<u>1966</u>
Salt Lake City	2,700	2,680	3,450	3,200	3,460	3,960	4,050	5,130
Los Angeles	2,030	2,210	2,180	2,400	3,080	4,010	4,630	4,890
San Francisco	1,720	1,730	2,450	3,040	3,560	4,760	5,960	4,840
Denver	1,210	1,260	1,430	1,250	1,590	1,860	2,050	3,600
Seattle	1,230	990	1,240	1,490	1,650	2,100	2,900	3,290
San Diego	290	360	420	250	710	940	1,780	2,090
Las Vegas	480	590	670	540	1,080	1,220	1,500	1,620
Portland	470	640	390	490	660	830	1,040	1,310
Chicago	780	260	340	360	690	830	1,040	1,130
New York City	770	800	550	780	680	1,020	1,230	1,040

*The cities included in the top 10 markets are those with the largest number of passengers in the total for the three years of 1964-1966. Other cities may have appeared in any one year as a top market. The cities are ranked in order of importance in 1966. The source of all data is the CAB origin and destination statistic expanded by a factor of 10.

MISSOULA

10 MAJOR OUT-OF-STATE MARKETS - 1959-1966*

	<u>1959</u>	<u>1960</u>	<u>1961</u>	<u>1962</u>	<u>1963</u>	<u>1964</u>	<u>1965</u>	<u>1966</u>
Seattle	2,570	2,680	2,310	3,640	4,390	5,460	7,230	7,060
Spokane	2,210	2,230	1,440	2,360	2,500	3,150	3,110	3,950
Portland	1,060	1,640	1,180	1,700	1,720	2,250	3,030	3,880
San Francisco	710	700	600	790	1,110	1,570	2,080	2,290
Minneapolis	400	600	570	770	1,050	930	1,850	1,640
Chicago	370	290	320	510	750	870	1,170	1,540
New York City	520	760	560	790	810	1,080	1,200	1,490
Los Angeles	510	480	260	390	660	780	1,290	1,360
Denver	550	360	320	470	690	640	1,140	910
Washington, D.C.	290	290	260	430	330	480	970	870

*The cities included in the top 10 markets are those with the largest number of passengers in the total for the three years of 1964-1966. Other cities may have appeared in any one year as a top market. The cities are ranked in order of importance in 1966. The source of all data is the CAB origin and destination statistics expanded by a factor of 10.

BOZEMAN

10 MAJOR OUT-OF-STATE MARKETS - 1959-1966*

	<u>1959</u>	<u>1960</u>	<u>1961</u>	<u>1962</u>	<u>1963</u>	<u>1964</u>	<u>1965</u>	<u>1966</u>
Seattle	530	500	330	620	890	870	1,320	1,720
Spokane	370	480	110	240	400	240	640	840
New York City	320	340	300	230	290	360	890	770
Portland	310	720	130	110	220	510	660	750
Minneapolis	390	280	130	250	300	390	720	530
Chicago	270	170	90	340	180	250	660	500
Washington, D.C.	280	180	140	210	150	290	490	480
Denver	180	150	70	150	250	240	330	330
San Francisco	130	120	40	110	110	150	370	250
Los Angeles	110	50	20	70	90	160	160	170

*The cities included in the top 10 markets are those with the largest number of passengers in the total for the three years of 1964-1966. Other cities may have appeared in any one year as a top market. The cities are ranked in order of importance in 1966. The source of all data is the CAB origin and destination statistics expanded by a factor of 10.

LEWISTOWN

6 MAJOR OUT-OF-STATE MARKETS - 1962-1966*

	<u>1962</u>	<u>1963</u>	<u>1964</u>	<u>1965</u>	<u>1966</u>
San Francisco	30	40	140	190	240
Los Angeles	50	30	80	150	160
Seattle	50	110	80	100	160
Denver	60	160	60	70	160
Salt Lake City	30	70	190	110	140
Spokane	50	60	30	100	120

*The cities included in the top 6 markets are those with the largest number of passengers in the total for the three years of 1964-1966. Other cities may have appeared in any one year as a top market. The cities are ranked in order of importance in 1966. The source of all data is the CAB origin and destination statistics expanded by a factor of 10.

KALISPELL

Table No. 91

6 MAJOR OUT-OF-STATE MARKETS - 1964-1966*

	<u>1964</u>	<u>1965</u>	<u>1966</u>
Spokane	1,140	1,520	1,380
Seattle	740	920	1,090
Portland	470	660	650
San Francisco	350	500	600
Los Angeles	310	300	440
Denver	80	130	350

*The cities included in the top 6 markets are those with the largest number of passengers in the total for the three years of 1964-1966. Other cities may have appeared in any one year as a top market. The cities are ranked in order of importance in 1966. The source of all data is the CAB origin and destination statistics expanded by a factor of 10.

HAVRE

Table No. 92

5 MAJOR OUT-OF-STATE MARKETS - 1962-1966*

	<u>1962</u>	<u>1963</u>	<u>1964</u>	<u>1965</u>	<u>1966</u>
Seattle	10	20	50	110	120
Salt Lake City	10	80	120	60	90
Denver	20	50	40	40	90
Los Angeles	10	50	80	90	60
San Francisco	20	60	80	90	60

*The cities included in the top 5 markets are those with the largest number of passengers in the total for the three years of 1964-1966. Other cities may have appeared in any one year as a top market. The cities are ranked in order of importance in 1966. The source of all data is the CAB origin and destination statistics expanded by a factor of 10.

GLASGOW

5 MAJOR OUT-OF-STATE MARKETS - 1962-1966*

	<u>1962</u>	<u>1963</u>	<u>1964</u>	<u>1965</u>	<u>1966</u>
San Francisco	50	140	250	370	450
Los Angeles	80	110	120	190	210
Denver	40	110	200	170	200
Seattle	160	200	110	150	150
Salt Lake City	20	250	150	240	130

*The cities included in the top 5 markets are those with the largest number of passengers in the total for the three years of 1964-1966. Other cities may have appeared in any one year as a top market. The cities are ranked in order of importance in 1966. The source of all data is the CAB origin and destination statistics expanded by a factor of 10.

WOLF POINT

5 MAJOR OUT-OF-STATE MARKETS - 1962-1966*

	<u>1962</u>	<u>1963</u>	<u>1964</u>	<u>1965</u>	<u>1966</u>
San Francisco	20	50	100	40	150
Los Angeles	10	70	90	70	120
Salt Lake City	20	10	40	50	70
Seattle	20	40	40	40	40
Denver	---	30	60	100	30

*The cities included in the top 5 markets are those with the largest number of passengers in the total for the three years of 1964-1966. Other cities may have appeared in any one year as a top market. The cities are ranked in order of importance in 1966. The source of all data is the CAB origin and destination statistics expanded by a factor of 10.

SIDNEY

6 MAJOR OUT-OF-STATE MARKETS - 1962-1966*

	<u>1962</u>	<u>1963</u>	<u>1964</u>	<u>1965</u>	<u>1966</u>
Denver	60	250	170	190	230
Los Angeles	50	90	110	140	150
Salt Lake City	20	70	40	100	150
San Francisco	30	80	80	170	100
Seattle	20	80	60	50	80
Minneapolis	50	10	20	110	30

*The cities included in the top 6 markets are those with the largest number of passengers in the total for the three years of 1964-1966. Other cities may have appeared in any one year as a top market. The cities are ranked in order of importance in 1966. The source of all data is the CAP Origin and destination statistics expanded by a factor of 10.

Table No. 95

GLENDIVE

6 MAJOR OUT-OF-STATE MARKETS - 1962-1966*

	<u>1962</u>	<u>1963</u>	<u>1964</u>	<u>1965</u>	<u>1966</u>
Denver	60	70	80	120	330
San Francisco	30	50	50	60	150
Los Angeles	20	100	30	40	80
Seattle	40	40	70	70	70
Salt Lake City	30	60	20	80	60
Casper	10	70	50	90	20

*The cities included in the top 6 markets are those with the largest number of passengers in the total for the three years of 1964-1966. Other cities may have appeared in any one year as a top market. The cities are ranked in order of importance in 1966. The source of all data is the CAB origin and destination statistics expanded by a factor of 10.

Table No. 97

MILES CITY

6 MAJOR OUT-OF-STATE MARKETS - 1962-1966*

	<u>1962</u>	<u>1963</u>	<u>1964</u>	<u>1965</u>	<u>1966</u>
Denver	50	80	90	160	250
San Francisco	50	100	150	110	210
Seattle	70	90	110	60	160
Spokane	10	10	40	110	140
Salt Lake City	80	150	100	140	80
Los Angeles	20	70	40	200	70

*The cities included in the top 6 markets are those with the largest number of passengers in the total for the three years of 1964-1966. Other cities may have appeared in any one year as a top market. The cities are ranked in order of importance in 1966. The source of all data is the CAB origin and destination statistics expanded by a factor of 10.

WEST YELLOWSTONE

10 MAJOR OUT-OF-STATE MARKETS - 1965-1966*

	1965			1966		
	2nd Qtr.	3rd Qtr.	2nd Qtr.	3rd Qtr.	2nd Qtr.	3rd Qtr.
Los Angeles	240	2010			270	1290
Salt Lake City	150	1020			250	1590
San Francisco	80	770			160	640
Denver	-	170			30	90
Las Vegas	10	130			40	110
Idaho Falls	30	100			10	80
Minneapolis	10	60			10	120
New York	-	-			50	200
San Diego	80	110			30	90
Chicago	20	10			-	90

*The source of all data is the CAB origin and destination statistics expanded by a factor of 10.

